

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[The MINING JOURNAL is Registered at the General Post Office as a Newspaper, and for Transmission Abroad.]

No. 2002.—VOL. XLIV.

LONDON, SATURDAY, JANUARY 3, 1874.

WITH SUPPLEMENT. PRICE FIVEPENCE. PER ANNUM, BY POST, £1 4s.

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Every description of British and Foreign Stocks and Shares bought and sold. SPECIAL BUSINESS in shares not having a general market value.

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Recommended for immediate purchase—UNITED BITUMINOUS. Profits for last year, 20 per cent.; next year, 40 per cent. expected. FOR SALE, a few shares, cheap.

* Business transacted in all Colliery and Iron Shares having a marketable value.

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100 Aberdannant, 5% 5 East Lovell, £10%.
25 Ashton, 2% 50 Asheton, 24%.
40 Birdseye Creek, £3. 50 Flagstaff, 24%.
25 Bog, 26s. 6d. 20 So. Condurrow, £4%.
35 Boscas. Downs. 25 Great Vor.
50 Bwadrain Con., 12s 6d. 30 South Roskear.
50 Bwadrifield, 22s 1s. 50 Last Chance, 38s. 9d.
20 Cedar Creek, 22s 1s. 40 Ladywell, £2 18s. 9d.
75 Cwm Elan, 3s. 9d. 50 Malabar, 25s. 9d.
100 Chontales, 17s. 3d. 50 N. Quebrada, £3 18s. 9d.
50 Carn Camborne, 5s. 50 New Pacific, 7s. 9d.
150 Cle Hill Colliery, 16s 6d. 50 Tyllwyd.
15 Dyllyfe. 50 New Hendre, 24%.
60 Don Pedro, 16s. 40 New Dolcoath, 31s. 6d.
25 Drake Walls. 30 Penerley, 24%.
40 East Van, 32s. 50 Penstruthal, 20s. 6d.
50 Emma (Silver), 23%. 100 Plymlimmon, 7s. 3d.
50 Rookhope, 21s. 3d.

The present depressed state of the Mining Market affords the public an opportunity of investing in this class of security with great advantage, as the shares of many sound dividend and progressive mines, now obtainable at merely nominal prices, cannot fail to increase very considerably in value during the next few months. There are, however, many worthless concern which should be carefully avoided, and investors and others may be saved much disappointment and loss by consulting W. H. B., who is in a position to furnish reliable information and advice in the selection of mining shares of real merit.

London Office for Drake Walls and South Roskear Mines.

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Post free, Four Stamps.

INVESTMENTS FOR 1874—A SAFE SELECTION.

Published by E. J. BARTLETT.

MRS. JOHN RISLEY (SWORN), STOCK AND SHARE BROKER, 77, CORNHILL, LONDON, E.C., Specially recommends the purchase of shares in WHEAL CREBOR, TRELEIGH WOOD, and WHEAL GRENVILLE MINES.

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25 Flagstaff. 30 Last Chance. 15 Cardiff and Swansea.
10 Cedar Creek. 55 Tecomia. 60 United Bituminous.
20 Eberhardt. 15 Sweetland Creek. 35 Cle Hill.

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MESSRS. B. LYTH AND HUTCHINSON, STOCK AND SHARE BROKERS, 3, GEORGE YARD, LOMBARD STREET, LONDON, E.C. Every information respecting Railways, British and Foreign Stocks, Mines, &c., will be furnished free by post or on application.

Price-List daily. Bankers: Alliance Bank.

MRS. HENRY MANSSELL, STOCK AND SHARE DEALER, 14, GREAT WINCHESTER STREET, LONDON, E.C. H. M. recommends the purchase of COLORADO TERRIBLE shares.

MRS. JAMES HUME, STOCK AND SHARE BROKER, 1, ST. SWITHIN'S LANE, LONDON, E.C. Transacts business, on commission or net, in Railways, Foreign Bonds, Mining, and other Shares for cash or account.

Bankers: The London Joint-Stock.

MRS. THOMAS THOMPSON, JUN., 1, PALMERSTON BUILDINGS, BISHOPSGATE STREET, LONDON, E.C. Some valuable hints as to the purchase of mining shares will be found in Mr. Thompson's "Investment Circular" for January now ready, post free, price 6d.

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20 Ashton, £3%. 20 East Van, 37s. 6d.
45 Alt-y-Crib, 10s. 3d. 30 Prince of Wales, 5s. 9d.
25 Bog, 26s. 3d. 10 Roman Grav., £17 13 9
30 Birdseye Ck., £2 16s 3 50 Rookhope, 20s. 9d.
50 Bampfylde, 15 Great Vor., £2 5s. 9d.
15 Basye, par. 10 Great West Van.
20 Boscawell Downs. 20 Gold Run, 4s. 6d.
20 Blue Tent, 24%.
40 Bronfloyd.
25 Bedford Unit., 13s. 3d.
75 Cle Hill Colliery, 16s.
20 Colorado, £4 13s.
100 Cwm Elan, 3s.
10 Cook's Kitch., £12 16 3
25 Catherine & Jane, 24%.
40 Chicago, £6 16s. 9d.
40 Chontales.
3 Carn Brea, 262%.
50 Cedar Creek, 41s. 9d.
5 Cape Copper, £29.
50 Great West Van.
10 Devon Great Consols.
30 Dolcoath, £51.
20 Don Pedro.
10 Dyllyfe, 27.
30 Eberhardt, £4 8s. 9d.
70 Excelsior.
40 Emma, 25s.
50 East Chiverton, 25s.
20 E. Llangynog, 12s. 6d.
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BY FREDK. WM. MANSELL, ENGLISH AND FOREIGN STOCK AND SHARE DEALER, PINNER'S HALL, OLD BROAD STREET, LONDON, E.C.

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50 Bampfylde. 50 Birdseye.
50 Bog. 10 Providence.
20 Roman Gravels.
30 Boat. 20 South Condurrow.
20 Carn Brea. 20 South Roman Gravels.
50 Devon Great Consols. 15 Tankerville.
10 East Bassett. 10 Van.
20 East Caradon. 50 West Bassett.
20 East Lovell. 50 West Lovell.
10 Great Laxey. 100 Last Chance.
15 Great Wheal Vor. 100 New Foundland.
20 Hindston Down. 20 New Quebrada.
25 Ladywell. 50 Richmond Consol.
25 Penstruthal. 50 Wheal Creb.
40 Pennerley. 40 Wheal Grenville.

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50 Bampfylde. 25 Flagstaff, 24s.
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100 Bedford Unit., 13s. 3d. 35 Gwawton, 22s. 9d.
50 Boscawell Downs, 12s. 6d. 40 Ruby (£10 paid), 4s.
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50 Carn Brea. 40 South Condurrow.

50 Devon Great Consols. 40 South Roman Gravels.

10 East Bassett. 40 Tankerville.

20 East Caradon. 40 West Bassett.

20 East Lovell. 40 West Lovell.

10 Great Laxey. 40 West Strud.

20 Great Wheal Vor. 40 Wheal Grenville.

20 Hindston Down. 40 Wheal Roper.

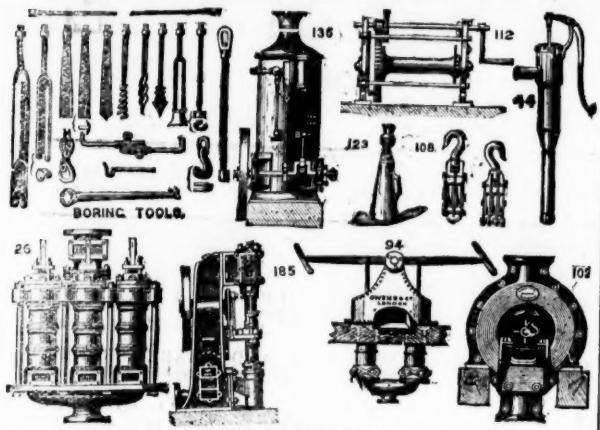
25 Ladywell. 40 Wheal Trebungett.

25 Penstruthal. 40 Wheal Trebungett.

40 Pennerley. 40 Wheal Trebungett.

40 Tewdwr. 40 Whe

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ILLUSTRATED CATALOGUE ON APPLICATION.

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BRONFLOYD SILVER-LEAD MINE.

Capt. John Davis and Capt. James Roach having made Special Reports on this mine, the following circular will be issued on Monday next:-

TO THE PROPRIETORS OF THE BRONFLOYD COMPANY (LIMITED).
An important point in the workings of this property having been reached, whereby the contents of a large piece of ground becomes now available to, and will greatly increase the ore reserves; I requested the agent, as at the close of the year, to furnish me with a general report upon the state of the mine, giving him some data from previous reports, and a form in which I thought such report should be made so as to be intelligible to the proprietors. Subjoined is a copy thereof, and as my interest in the property is very large, and knowing Capt. Roach to be an experienced and highly intelligent miner, I thought fit, for my own satisfaction, and at my own cost, to instruct him to make a further and careful inspection of the property, first giving him a copy of the report of Capt. Davis, so that the bearings of the two might be easily followed and compared. Capt. Roach's report is also subjoined; and although these might have been kept back until the annual meeting, to be held in January, it appears prudent to publish the same at once, so as to guard against any sacrifice, that all may be in possession of facts, which, in my opinion, will produce a considerable improvement in the value of this property.

Abergavenny, Dec. 31.

J. B. BALCOMBE, Managing Director.

DEAR SIR.—When I sent you the "Settings for December" I thought to follow it with a general report of the mine operations, so soon as the important work of sinking the winze from the 84 to the 96 was completed. That is now the case; and I have put 12 men in two different stopes above the 96, and so far as broken the lode is worth 1½ ton of lead ore per fathom. For the reasons hereinafter noticed, the breaking of this ground will be an important test of the value of the property; and at the outset I may say that the mine and its machinery is in first-class order in every respect. The work which has been done will be best understood by the copy plan and section of underground operations.

The present development of the mine is as follows:—Middle Lode: No. 2 shaft is 52 fms. deep, from whence a long level was opened west 60 fms., and communicated with the No. 3 shaft. From this level Barton's cross-cut was extended north 30 fms. to the north lode, then a drive east from the end on the course of that lode 17 fms., which was unproductive. From the south side of the 52, near the shaft, a cross-cut has been driven 5 fms., in the hope of cutting what is called the south lode, and a like trial has been made for 5½ fms. about 50 fms. further west of the same level, as yet unsuccessfully, but they are not far enough in to reach the lode. North Lode: No. 3 shaft is 10 fms. deep. The levels therefrom measure as follows:—The 52 fm. level 20 fms. west and 18 fms. east; the 62 fm. level 21 fms. west and 19 fms. east; the 73 fm. level 27 fms. west and 17 fms. east; the 84 fm. level 28 fms. west and 7 fms. east; the 96 fm. level 15 fms. west and 2 fms. east. The north lode near the No. 3 shaft, and to 73 fms. deep, averaged to be about 3½ fms. (21 ft.) wide. The extension of the different levels west of shaft—the 52, 62, and 73, proved that the lode gradually narrowed to about 2 fms. (12 ft.) wide. The deeper development of the mine—that is, from the 73 to the 96—proved that this lode had become considerably influenced by what is called a horse of ground, being a bastard kind of killas intersecting the lode on the south side, about 3 fms. below the 73, which passed through the lode, dipping fast north just above the 84. In consequence of this fact one of the great trials of the ground has been made by this cross-cut commenced on your instructions in December, 1871.

This cross-cut was started about 2 fms. south of the north wall of the north lode, and just under where the horse of killas left the lode. The cross-cut was driven south for 27 fms., all in lode stuff, but greatly disrupted; and although this drive was attended with great expense, doubts, and many disappointments, it was persistently continued until the south walls, not of the north, but of the south lode was clearly cut through.

About 5 fms. south of the starting point of this great cross-cut a highly mineralized joint was met with, which I believe to be the point of junction of the north with the middle lode. So carrying this joint we have opened levels east and west of cross-cut about 6 fms. in kindly ground. I am now convinced that the veins known as the south, middle, and north lodes of the mine have at this depth formed a junction one with the other, and created this enormous lode of 27 fms. wide. The disruption of the lode or lodes, proved by a drivage of Balcombe's cross-cut, is, in my opinion, a natural result of the falling in (from the variation of dip) of the lodes together, and my experience would lead me to look for the beneficial effects of such a junction both in the sides of and beneath, rather than at the point of junction; therefore, as I said before, the breaking away of the 12 fms. in height of ground now lying whole between the 84 and the 96 will prove to be an important test of the future of the mine. As the cross-cut developed this mass of lode, it became of great importance to consider how the ground from and above the 96, which is at least 12 fms. below the point where this great lode has been created could be most easily attacked. To facilitate this a winze was started in May last, and has been sunk from the 84 (about 20 fms. west of shaft), and is now through to the 96, thereby securing perfect ventilation. No one can tell what the effect of this junction of lodes may be at this depth, but judging from the value of that portion of the lode which we are now breaking away just above the 96, worth 1½ ton of lead ore per fathom, we may calculate that between this point and the bottom of the 84, and calculating for only 3 fathoms wide, there must be about 1620 tons of lead ore in that piece of ground alone, worth 15¢ per ton.

Within the last 12 months the yield of the mine in dressed ore has been much less than I expected, but such is easily accounted for; the joint or horse of killas referred to had the effect of reducing the value of the lode as the stopes got up towards the 73, and besides which, it has been necessary to keep quite half of the broken stuff under the men's feet to form stages for working away the upper section of these great stopes. I calculate that we have quite 200 tons of lead ore now resting above the 84, which will go on increasing until the stopes between the 73 and 84 are spent, when we shall be able to draw the same up and dress it.

For the further development of this valuable grant I should recommend that the 84 be kept continually driven forward, both east and west, and so treated as head levels for the further lengthening of the workings from this shaft. The 73 east (which is very promising, and now worth 10 cwt. of lead ore per fathom) might also be driven on. Then the cross-cut south, west of No. 2 shaft, should be continued to prove the other lodes of the mine, and by so doing it is my opinion that we shall make discoveries faster than we can possibly take away the present large reserves of ore. The dip of ore in the lodes is west about 2 ft. in 6 ft.

J. H. Balcombe, Esq.

JOHN DAVIS, Resident Agent.

[Capt. Roach's report was received too late: it will appear in our next.]

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

FORTESCUE (Tin).—We learn that a very extensive piece of tin ground has lately been opened in the Fortescue Hill, greatly surpassing in productivity the old renowned Mulberry Hill. Tramroads have been laid down, and the hill stuff is being trammed direct to the stamps. It appears that the whole of the hill top is thickly traversed by branches, which are found to be very rich, some of which can be seen at the office of the company. The dressing of the tin has been commenced, and 5 tons will be ready for the market in the course of a week or so.

MINING AND MINING ENTERPRISE.—In the communication which appeared in the Journal of last week Carn Brea Hill is referred to, and the fact is mentioned that from its base have sprung some of the most valuable mines ever discovered in Cornwall—Dolcoath, Cook's Kitchen, Tincoff, Carn Brea, East Pool, Agar, South Crofty, North Crofty, Seaton, and North Ro-kear, and the aggregate amount realised is given at something over 5,000,000. This sum, enormous as it is, would, however, scarcely seem to suffice to represent the full returns, when compared with a couple of Devonshire mines, the old Wheal Friendship and Devon Great Consols, which between them have reached a total of 4,000,000., and have profited over a million and a quarter sterling. Some further information on the total raisings of these great mines will be interesting in the future communications on mining enterprise.

S. T. LAWRENCE AMALGAMATED.—They have now sunk the new shaft down to the 52 yard level, and in driving this level they are within a few yards of coming under that portion of the 100 fms. lode from whence the old workers got fine runs of ore at shallow depths. As the lodes always improve in depth, and as the 52 yard level will be a great way below this part, no doubt rich ground will thus be opened out.

DOLCOATH.—Dolcoath just now is, I believe, the deepest mine in the county; and at the bottom level, some 330 fms. below the adit, it is producing so rich that it is not found necessary to dress it all. It is crushed, I am informed, like copper ore, and sent to the smelters without any washing whatever, and in this state it realises about 48¢ per ton. This is a most important thing, bearing out as it does, the theory that the deeper a mine is sunk the richer will be the mineral found. And then, as to the extra cost of deep workings, a good man-engine will keep that down. The erection of a new man-engine at Dolcoath is calculated to save many hours of work of a large body of men every week.

PROVIDENCE.—At the meeting on Wednesday there was a loss on the three months' working of 445¢. To this must be added the debit balance from last account, 1162½, making a total of 1605¢, and deducting therefrom the call made last meeting of 560¢ (10s. per share), left a debit balance to be provided for of 104¢. The costs amounted to 5452¢. The credits were 5007¢: 71 tons of tin, at an average price of 69¢ 13s. 6d. per ton, 4955¢, and sundries 48¢. A further call was made of 10s. per share. The lodes have given up all dues during pleasure, and the best thanks of the meeting were tendered to them for their liberality. The surface cost is charged up to Nov. 7, but the underground costs to Oct. 24 only. The wages are stated to be much improved.

WEST BASSET.—At the quarterly meeting, on Friday—Mr. J. C. Danbury presiding—the accounts showed a profit on the quarter's working of 33¢, which will reduce the debit balance on previous accounts to 481¢. But for the high rate of labour and prices of materials this mine would return large dividends. At West Basset the reserves of tin are large, and although no dividends have been declared during the past year, there is strong promise of resumption thereof during 1874. This has been an exceedingly profitable mine, and at one time sold for 300,000., upon an expenditure of 90000., only. The mine had been previously partially opened, and for want of funds wound up and sold by auction, with all the plant upon it, and for 6000., only. The present adventurers, too, bought the concern for "a mere song." Shares just now are quoted 9 to 9½, or 54,000. for the entirety. In April, 1872, they were selling at 18, each, or 108,000. for the entirety. This is unquestionably one of the most promising mining investments in the county.—West Briton.

DOIDGE'S WEST CORNWALL ILLUSTRATED ALMANAC FOR 1874.—This is probably one of the cheapest calendars for the current year published, and to Cornishmen will prove invaluable. In addition to the usual calendar matter it contains a well-written tale of West Cornwall—"Christmas Angels"—by the author of the History of Redruth, the Gold Fields of California, and many other equally interesting sketches; there are also twelve historical notices accompanied with suitable illustrations, a very useful list of mine pays for 1874 (which whilst the present four-weeks month continues is almost a necessity to those connected with mining), list of County Court, Post Office information, &c. The almanac is also a very valuable compilation.

ANTI-CORROSION COMPOSITION.—Mr. H. P. SCOTT, of South Shields, has invented an improved anti-corrosive and protective composition, which is applicable to metallic surfaces, and is formed by mixing together six gallons of coal tar, three gallons of black varnish, two gallons of wood naphtha, one gallon of japan gold-size, 28 lbs. of red-lead, 14 lbs. of the best portland cement, and 14 lbs. of arsenic.

Meetings of Public Companies.

COLONIAL BANK.

The half-yearly general meeting of shareholders was held at the London Tavern, on Thursday.—Mr. GURNEY HOARE in the chair.

The report stated that the directors have now to present to the proprietors the following statement of the debts and assets of the corporation on June 30 last, which likewise exhibits the net profits for the half-year ending with that date.

DEBTS.

Circulation	£ 438,284 4 2
Deposits, bills payable, and other liabilities	2,872,645 11 1
Paid-up capital	600,000 0 0
Reserved fund	72,000 0 0
Balance of profit from last half year	1,403 13 3
Net profit for the half-year	48,458 14 2
Total	£4,030,792 2 8

ASSETS.

Specie	£ 223,201 14 4
Due to the bank in the colonies, on bills discounted and purchased (including those past due), &c.	1,575,989 1 9
Due to the bank in the colonies, on current accounts.	54,222 2 3
Due to the bank in London, on bills remitted, cash at bankers, &c.	2,166,184 9 2
Bank premises and furniture, in London and in the colonies	11,194 15 2
Total	£4,030,792 2 8

In their last report the directors referred to the depressed state of the sugar markets of Europe and of the United States. They regret to say that thus far there has been but little improvement. It will be seen, however, by the foregoing statement that the amount of disposable profit is fully equal to several previous half years, and as the accounts from the branches continue to be generally satisfactory the directors have pleasure to recommend that out of the net profit for the half-year, amounting to 48,458 14s. 2d., added to the amount brought forward of 1403 13s. 3d., making 49,862 7s. 5d., an ordinary dividend be paid of 6 per cent., being at the rate of 12 per cent. per annum, and an extraordinary dividend of 1½ per cent. upon the paid-up shares of the corporation for the half year ending June 30, 1873, which will require 45,000¢, leaving 4822¢, of which the directors propose to carry to the reserve fund 3000¢, increasing it to 75,000¢, and the balance of 1822¢, to carry forward to the next half-year.

THE CHAIRMAN said he had to propose that the report be received and adopted. The half-year had not been a very favourable one, owing a great deal to the drought, while the price of sugar had remained as bad as ever; but they had to congratulate themselves upon being able to give a satisfactory dividend. Some of the colonies had been affected by what had been taking place in America, in addition to which the Americans had put on a very high protective duty on sugar, doing very serious damage to the trade, especially in Demerara. He directed attention to the increase in the item for bank premises, which had been augmented by 3700¢, but that was sufficiently explained by the fact that they had entirely rebuilt their premises in Berbice, and also purchased the bank at St. Thomas, besides which they had purchased a new bank at St. Vincent. The report told the proprietors everything the directors had to communicate. The business of the bank was going on fairly satisfactorily. Events sometimes occurred of a disagreeable character, but still they were able to produce a very good dividend. (Hear, hear.)—Mr. T. H. HILL seconded the proposition, which was put, and carried unanimously.

An ordinary dividend of 6 per cent., and an extraordinary dividend of 1½ per cent., for the half-year ending June 30 was declared.

The retiring directors and auditor were re-elected.

A PROPRIETOR proposed that the best thanks of the corporation be accorded to the board of directors. It had been said that happy is that country which has no history; the same remark might be made about their bank, and he could only congratulate the board upon the truly conservative manner in which they conducted to conduct the Colonial Bank.

The proposition having been duly seconded, was put, and carried unanimously.

THE CHAIRMAN acknowledged the vote, and stated that the business of the bank was progressing steadily. He could not hold out hopes of larger dividends—they now paid a very handsome dividend—their object was security and safety; they would much sooner declare one-half the present dividend, and keep themselves safe, than give a larger dividend and run any risk. (Hear, hear.)

The meeting then separated.

BRYNAMBOR LEAD MINE COMPANY.

The ordinary general meeting of shareholders was held at the company's offices, Moorgate-street, on Tuesday.

Mr. N. PLANT, F.G.S., in the chair.

Mr. HENRY LONGDEN (the secretary) read the notice convening the meeting, and the directors' report and statement of accounts, showing a credit balance of 112l. 11s. 1d., were submitted:—

The directors regretted that, owing to unforeseen circumstances, the anticipations expressed at the last meeting of shareholders have not been realised to the present moment; they, however, see no cause to recall any statements then made as to the present value and future prospects of the mine. The principal cause of the delay were that in January last, on cutting the lode below the 22 fms. level, the influx of water became so great that the pumps were overpowered, causing the breakage of the lower lift, and stoppage of the sinking of the main shaft; it, therefore, became necessary to obtain a new and more powerful pump, the fixing of which delayed the development of the mine for several months. The new machinery necessary for hauling the ore to surface, although contracted for early in the year, was not delivered at the mine until September, and although the greatest exertions have been made its erection is not yet completed. These, besides delaying the returns from the mine, have also caused the expenditure to exceed that which was estimated at the last meeting, but so sanguine are the directors of the success of the undertaking that they have made themselves personally liable for a great portion of this excess, the shareholders not having sufficiently responded to the appeal made to them. Although only a small quantity of ore has been raised to the surface, the underground work has been vigorously prosecuted since the fixing of the new pump, and the main shaft sunk to the 32, from which levels have been driven both east and west; in prospecting this work the estimates of the richness of the mine have been fully confirmed.

The CHAIRMAN said that they would have learned from the report the causes which had prevented the realisation of the anticipations expressed at the last meeting, but he had again visited the mine, and could assure those that he had still the same confidence in it as ever, inasmuch as the ore-bearing lode was to be seen exposed for many fathoms in both the 12 and 22 levels; and although the stuff had not been sent to market, owing to the want of proper machinery, those who had seen the mine knew the lead was there in quantity. He wished to impress this fact upon the shareholders particularly—that although they had not been able, from the causes mentioned in the report, to pay a dividend, yet they had very largely increased their reserves. He believed that Capt. Spargo had done all that he could do, considering the small amount of capital at his command. Mr. Longden had also been at the mine, with a shareholder practically acquainted with mining, who would presently give them his opinion. They would have to consider before they separated how to raise additional capital. He had himself such confidence in the mine that he would take more shares, and had no doubt that his co-directors would do the same. If the shareholders followed their example all difficulty would be removed. He concluded by moving that the report and accounts be received and adopted.

Mr. BRADBIDGE, in seconding the resolution, expressed the belief that Brynambor would realise all the anticipations that he had indulged in concerning it. The two levels dip together at the 62 fm. level, and he was told by practical miners that, considering the position and indications of the lodes, they might expect to find enormous deposits of lead at this junction. They had led already on the Brynambor lode at the 32, and finer stuff could not be seen; indeed, so far from having lost faith it had rather increased from what they had since the last meeting seen. The Brynambor lode alone. Yet their captain told them that the other lode (the No. 2 lode) was better than that which they were now working on. In mining they required three things—patience, time, and capital—and with these he was quite satisfied that Brynambor would become a great mine. He would suggest that they should hear the report of Capt. Spargo, who was not at all a sanguine man, like himself, and that they would then be satisfied that all that was possible had been done.

Mr. TREHERNE thought that they might at once adopt the report, as the figures were satisfactory as could be desired.

The SECRETARY then read the subjoined report of Captain Spargo:—
Nov. 30.—In handing you my report for the annual meeting, I think it advisable to show you the quantity of work done underground and at surface since I undertook the management, two years and a half since.—Underground: The engine-shaft has been sunk below the 12 fm. level 19 fms. 4 ft. 6 in., making total depth below adit level 32 fms. The 32 fm. level has been driven east of shaft 17 fms. 0 ft. 1 in. The 32 fm. level has been driven west of shaft 10 fms. 5 ft. 10 in. Stopping

mend the shareholders to adopt the proposal, which they did not at all agree with. Mr. Downing, in reply, said that the lords would not give up the principle laid down, but would take the premium by instalments.

Mr. HEARD stated that the land occupied by the mine was about 16 acres, and they had paid in dues 34,000*l.* He thought they were bound to say they would not stand it. If this thing was to go on there would be an end to Cornish mining. Things have made a wonderful change since their last obtaining the lease, and the lords, as a matter of justice, should be more liberal.

Mr. HAWKE thought it monstrous that such a sum should be demanded. When they saw the lords they were met like dogs, and they would not hear them.—Mr. CLOGO stated that when the last arrangement was made they were paying 6000*l.* per quarter in dividends.—Mr. LOAM thought the matter should be adjourned for consideration at a special meeting.

A resolution was ultimately passed, calling a special meeting on an early day, and requesting every shareholder unable to attend to send a letter, stating whether or not he assented to the demand: the notice of calling the meeting to state that the present meeting looked on the claim as most inequitable.

The business then terminated, and the special meeting will be held in about three weeks.

ST. JUST AMALGAMATED MINING COMPANY.

The usual yearly meeting of shareholders was held in London, on Tuesday, Mr. H. L. PHILLIPS, F.G.S., in the chair.

The report of the directors congratulated the shareholders on the improved position of the mines, arising from the good results which had attended the sinking of the engine-shaft, and expressed a hope that the development of the bottom levels would be the means of placing these extensive mines in a remunerative position. The low price of tin, and the high prices of materials, coals, labour, &c., had made against the company, but it was expected considerable improvements would be seen in these departments in the ensuing year. Attention was directed by shareholders to the fact that an outlay of many thousands of pounds had been made during the past year, without any profitable return, while the lords had still received their full dues on the tin sold.

The accounts showed a large amount of uncalled and unspent capital in reserve, and with the directors' and agents' reports, were unanimously passed and adopted.

Mr. Hayward was re-elected director, and Mr. Warwick auditor. A cordial vote of thanks to the Chairman and directors closed the proceedings.

WHEAL UNY MINING COMPANY.

A general meeting of shareholders was held at the company's offices, Austinfriars, on Thursday—Mr. F. HUME in the chair.

Mr. HICKEY (the secretary) read the notice convening the meeting, and the minutes of the preceding one, which were confirmed.

The CHAIRMAN enquired whether all the last call was paid, and also what had been done with respect to the shares forfeited and the calls due upon which were paid by county cheque on the day of forfeiture.

The SECRETARY stated that with regard to the call made at the last meeting there were arrears upon 320 shares, amounting to 80*l.* The cheque to which the Chairman referred was for calls due upon five shares only, and these were restored. There still remained 41 shares forfeited, and these were afterwards sold at a small profit—3*l.* 10*s.* to the company. The statement of accounts now presented showed a credit balance of 276*l.* 10*s.* 8*d.*, and the profit on the quarter, taking 12 weeks cost, against 12 weeks returns, was 11*l.* 3*s.* 6*d.* The agents' report was very favourable, and they were altogether in a good position. They meant to bring up the accounts closer, but had now decided to defer doing so until the next meeting. The four weeks system had drawn them back a month or so, and was altogether a great inconvenience.

Capt. PRYOR said that the agents alone had been benefited by the four weeks month, which had done very much injury to mining. It had been no advantage whatever to the men, and he considered the 13th month ought to be cut off from all with fixed salaries, and then there would be no difficulty in returning to the original system.

The SECRETARY remarked that Capt. Rich thought the original system decidedly best, and the committee agreed with him. It was not their idea that anyone should be reduced in wages, but the 13th month made it very inconvenient in making up the accounts. The 13th month has to be brought up, and outside shareholders consequently thought because the balance was reduced that they had gone back. The committee quite felt that it was only the agents and others with fixed monthly salaries that derived benefit, and, therefore, wished to readopt the original system.

Capt. PRYOR said that in the mines with which he was connected they had never altered from the old system, and the miners well knew that only the agents and clerks would profit by it. He did not believe in equality amongst working miners, and trying to bring them all down to one average. He thought if a man had a bargain one month, and the work to be done in the next was the same, he should have it at the same price if he liked. Instead of that they tried to get them at 3*l.* all round, and gave a cripple who earned nothing the same wages as one who worked hard, and honestly earned 5*l.*

The subjoined report of the agent was then read:—

Dec. 31.—Hind's engine-shaft is in full course of sinking, by nine men, below 80 fm. level: the ground is hard elvan, which makes the progress slow. There are six men employed in the back of the 130 cross-cut south, rising towards this shaft. We have 17 fm. of ground between the bottom of the shaft and the rise referred to, which we hope to knock through in about six months. We are driving a cross-cut north at the 30*l.* east of King's, to prove Davy's side lode. This cross-cut is extended 8 fm.: we think about 5 fm. further will reach the lode, when we hope for good results, as the ground is easy, and looks congenial for mineral. The 50*l.* end, east of King's shaft, is worth 6*l.* per fathom, and the lode looking promising to improve. The stope in the back are worth 22*l.* per fathom. The 60*l.* east is worth 6*l.* per fathom. Two stope in the back are worth 8*l.* and 10*l.* per fathom. We have driven some 9 ft. through the lode in the 80*l.* cross-cut, east of King's. So far as seen the lode is worth 8*l.* per fathom. The 90*l.* end east is suspended. A stope in the back of this level is worth 12*l.* per fathom. The 100*l.* end east is unproductive, but the ground is easy for driving. Two stope in the back of this level are worth 15*l.* and 8*l.* per fathom respectively. The 110*l.* end east carries stope in bottom of this level is worth 15*l.* per fm. The 120*l.* east is worth 10*l.* per fm. Two stope in back of this level are worth 12*l.* per fm. each. The 130*l.* east of King's, is worth 15*l.* per fathom, and the end driving at 5*l.* per fathom. Two stope in the back of this level are worth 12*l.* and 10*l.* per fathom. The 140*l.* east of Gooding's, is worth 12*l.* per fathom. Two stope in the back of this level are worth 10*l.* per fathom each. We have done considerable repairs to the incline shaft, and have two stope working, one at the 140*l.* west, worth 12*l.* per fathom, and one at the 120*l.* west, worth 8*l.* per fm. The rise in the back of the 150*l.* east of sump, and towards Gooding's shaft, is worth 7*l.* per fathom. A stope in the back of this level is worth 8*l.* per fathom. The 160*l.* east of sump, is improving, and ground easy for working. The 160*l.* west is worth 10*l.* per fathom. The machinery is in good working order, and the bottom levels being forced on as rapidly as possible. We have made considerable alterations in our stamps, which have enabled us to stamp more tinstone, and thereby increase the return of tin: but the low price of tin, coupled with the high price of coal and other materials, make sadly against the profitable working of the mine. We hope, however, to soon see a better market for metals and materials cheaper; in the meantime we are doing our very utmost to keep the monthly expenditure as low as possible. W.M. RICH, M. ROGERS, S. COADE, jun.

Capt. PRYOR believed Uny was a good mine, and it was so considered throughout Cornwall, but he thought a detailed report should be furnished for each meeting, showing the price being paid for each piece of work being done, and the value of the returns from each place. This would enable them to determine more accurately what work was profitable, and what was otherwise, but he did not doubt that upon the whole they had a very good mine, more especially when they consider the present exceptionally high price of materials, and the comparatively low price of tin.

The report and accounts were then adopted, and the committee of management was re-elected; no call was considered necessary, and the proceedings terminated with the usual complimentary vote of thanks to the Chairman.

WEST POLBRENN TIN MINING COMPANY.

A general meeting of adventurers was held yesterday at the London Tavern, Mr. THOS. THORPE in the chair.

The SECRETARY read the notice convening the meeting, and the statement of accounts for August, September, October, and November, 1873, which showed a debit balance of 504*l.* 12*s.* 4*d.*

Mr. GALLAHER moved that the accounts be received and adopted, and in doing so referred to the past history of their property. Unfortunately the two mines, both Polbreen and West Polbreen, had been placed in very awkward circumstances by causes with which the gentlemen were all familiar. With regard to the Polbreen Mine it was an old mine, and it was resolved to wind it up; but as to West Polbreen Mine he had been of opinion from the very beginning, after he, as a member of the committee, had examined the property, that it was a mine that ought not to be abandoned, and Capt. Johnstone was also of that opinion. It was a new mine, and they had never been able to work it as it should have been. Even on commencing operations an amount of stone worth something like 20*l.* had been raised, and there was now tin being got out of it, but unfortunately its connection with the old Polbreen had overshadowed it, and induced the belief that the two properties were identical. There could not be a greater mistake. When he had been last down on the property, and after thoroughly examining it, he had come to the conclusion that it was a mine to be carried on, and he was resolved to support such a course of action. He thought it would be altogether wrong to put a resolution before the adventurers to wind up this mine that had never paid a single call, and that possessed so many advantages, notably the possibility of working it without machinery. At the same time, he should entirely disapprove of going into this matter in an expensive way, but he considered that the mine ought to be carried on for at least another four months, in order to afford adequate time to prove the value or otherwise of their property. By that time the results attained would enable them to form a correct opinion on that point, and if these results proved adverse, then, but not before, they would consider the desirability of winding up. But, judging from the reports, not only of Capt. Nancarrow but of Capt. Gilbert, it would appear that if a mine ought to stand at all the West Polbreen ought to become a success. He certainly had no intention or desire to advocate the expenditure of an extravagant sum of money in exploratory works on the West Polbreen property, but he strongly contended that it should have another trial, in expressing the belief that a call of 7*s.* per share would be sufficient to decide the question as to the expediency or otherwise of winding up. Mr. Galaher concluded by moving—"That this mine be continued for four months, and that a call of 7*s.* per share be made for that purpose."

Capt. JOHNSTONE, in seconding the resolution, expressed his belief that there

iscovery. The indications on the property were favourable, and although it was possible that those indications might prove unsubstantial, he urged his fellow-adventurers to assist in ascertaining their value.

Mr. GREENSIDE objected to the proposal to continue the working of the West Polbreen. He considered it useless to lay out so small a sum as that proposed, and he did not believe the property could be thoroughly explored, or even to any satisfactory extent, in four months: 860 shares had been relinquished since the last meeting, the number now held being 940; of these only 400 had signified their desire to continue operations.

Capt. NANCARROW supported the proposal to continue the working for another four months, pointing out the advisability of such a course.

Mr. GREENSIDE protested against absent adventurers, who might not concur in the proposal to continue working the mine, being involved, against their will, in the payment of a further call.

Mr. GALLAHER said he had no desire whatever to saddle anyone with expenses against their will, and therefore, having regard to the contingency pointed out by the last speaker, he expressed his willingness to withdraw or amend his resolution.

After a slight discussion, it was unanimously resolved, on the motion of Mr. GREENSIDE, seconded by Mr. GALLAHER, "That a call of 2*s.* 6*d.* per share be made, to clear the mine from debt."

A resolution was next passed adopting the accounts.

Mr. GALLAHER moved: "That a circular be issued to the adventurers, stating the case, and asking them, when the mine is free from all debt, how many are willing to carry it on."—This, on being seconded, was put to the meeting and carried.

On the motion of Mr. CHEW, seconded by Mr. ELLIOT, the committee were re-appointed, when a vote of thanks to the Chairman terminated the proceedings.

LLANRWST LEAD MINING COMPANY.

The following report was read at the general meeting on Jan. 2:

Dec. 31.—In preparing my report for the general meeting it cannot be necessary that I should go over the same ground I have so recently gone over in my reports of the mine. Those reports you have at hand, with others from disinterested sources, which have entered fully into all the details, so that my remarks now may be wholly confined to current matters, and I am exceedingly gratified by being enabled to say that the mine still continues to open up well. Since my last report we have discovered a new north and south lode, which we met with about 20*l.* from the diagonal shaft, whilst driving in that direction on the main lode. At the immediate point of the intersection the lode made large, and was very good, exceeding in its productiveness anything we had previously met with in the mine. For a length of 9 ft. it produced 4*l.* 5*s.* tons of lead to a fathom, but it is only proper to say that this was at the junction where the two lodes met. We have since driven 3 fm. on its course, and find it to produce 2 tons per fathom, and that is its present estimated yield. On the main lode we have now a length of 62 fm. of ground laid open, which will produce on an average 1*l.* 1*s.* ton of lead per fathom, and are still extending the levels both east and west on this lode with good results. On this lode in the eastern end we are opening tribute ground, and in the western end it will produce 25 cwt. of lead per fathom. The eastern end we expect will improve shortly, as there is a feeder dropping into the lode, which is producing good stones of ore, and other intersections of north and south lodes, which we know to be ahead of us in this direction, will be successively laid open. On the new south lode we continue to open good paying ground, which is adding considerably to our reserves. In rise above the adit on this lode it is producing 15 cwt. of lead per fathom, and in the winze sinking under the shallow level to meet this rise it is also producing 15 cwt. of lead per fathom. There are about 2 fm. more to make the communication between these points, which when done will render available some valuable stopes, inasmuch as 15 cwt. of lead per fathom do not represent the value of all the ground we have laid open on this lode. No ground has been stopeed from any part of the mine since I took charge of it, and the reserves, considering the shallow depth of the mine (16 fm.), are somewhat considerable, which can soon be largely and rapidly increased, after we are sufficiently advanced in our exploratory operations to commence the new engine-shaft. We have 500 tons of leadstuff broken, and at the surface, the produce of our exploratory points only; of this I estimate 10 per cent. to be clean or marketable lead, of good quality—no mean pile of ore, it must be admitted, when the produce of the celebrated Van Mine is reported to be but 8 per cent. of the gross leadstuff. There are a number of other lodes in the mine, and several interesting points connected with them relating to the future prospects, to which we shall direct attention when the right time comes—that is to say, when our present arrangements shall conduct us properly up to them, so that their development may be prosecuted in harmony therewith, and under the most favourable auspices. I will, if possible, outline the whole in "plan," and submit it for your information and guidance by another meeting. I would have done so ere now, but have had to clear out some of the old writings before I could get to do it, and I could not conveniently do this preparatory work earlier. In conclusion, I need only say that the mine—decidedly favourable as my opinion was at first—has opened still more favourably, as our progress in its extended development has added many very valuable features to our prospects. What can I more say than that the Llanrwst Lead Mine, in proportion to its exploratory progress, is rapidly developing into a substantially good mine, beyond a peradventure.—ROBERT KNAPP.

WESKICK UNITED.—The first annual general meeting of shareholders was held at the company's offices on Wednesday—Mr. John Bell, M.A., in the chair. The secretary read the notice convening the meeting, and the report and balance-sheet being taken as read, the following resolutions were put to a vote by the chairman, and carried unanimously:—"That the report of the directors and balance-sheet be approved and adopted." "That Mr. R. A. Riddell, Paignton Lodge, St. John's Wood, the retiring director, be re-elected." "That Mr. R. Larchin, King William-street, be appointed auditor for the ensuing year." Votes of thanks to the directors, chairman, and secretary were unanimously passed and carried unanimously, after which the meeting was closed.

WHEAL JANE.—A meeting of adventurers was held on Tuesday, Mr. Charles Hawke, the purser, in the chair. The accounts for the 12 weeks ending Nov. 1 showed tin and other ores sold, 392*l.*; carriage of ores, 12*l.*; total receipts, 394*l.*; 12 weeks cost, 232*l.*; bills to end November, 119*l.*; lords dues, 21*l.*; profit carried forward to next account, 21*l.* The report concluded—"If we could get a reasonable drop in the price of materials, with a corresponding rise in the price of tin, Wheal Jane would soon take its former stand. Total employed underground, 125 men 11 boys; at surface, 45 men and 102 boys and girls; total, 272." It was unanimously resolved—"That for the future the meeting should be held quarterly, on the 1st of every month." Votes of thanks to the directors, chairman, and secretary were unanimously passed and carried unanimously, after which the meeting was closed.

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standing that every possible precaution had been taken, and the utmost efforts used to save every particle at the mine. The laminated particles, more particularly, of whatever kind of metallic substance, are inevitably carried off on the surface of the water in dressing, and these constitute principally what Mr. Ennor tells us is carried into the sea, and which he says, and that truthfully, is the richest part of the ore, that is lost to the mines.

The question, then, is, is there anything to be done to arrest the slimes, and to prevent, if but in part, a loss which we are told, amounts to 40,000/- a year? Like the herd of swine in the gospel, no sooner does the slime escape the dressing apparatus of the mines in the neighbourhood of the Red River, than it "runs violently down a steep place into the sea;" or, at least, it would if not arrested in its progress by the "squatters." Now, at Dolcoath, the dressing apparatus being as it were in the very river itself, I see no means of a remedy. They must, it would appear, suffer the loss; but if the other mines wish to save their slimes, and use the same means of extracting the tin from them as adopted by the river people, I see no reason why they cannot do so. Why not make a quarter of a mile of lead, (say) 4 ft. wide, and 20 in. or 2 ft. deep, or even half a mile—the longer the better—and with just sufficient fall or fleet to allow the water to pass slowly or sluggishly on; and if a few pits also be dug at the end of the lead all the better. In the lead and pits thus constructed almost all the slime would lodge, and which could be cleaned up at pleasure. "But," it may be said, "how can we do this when we are not even a quarter of a mile from the river?" To this I reply, make your lead serpentine, with turns as many and as quick as you like. "But what are we to do to carry on our dressing whilst the lead and pits are being cleaned up?" To this I reply, have two distinct leads, so that there shall be no interruption to your dressing operations. The cost of your leads will be trifling when compared with what you, by all accounts, now suffer from the loss of tin. You may laugh at my expedient; but surely it is not more ridiculous than it is to be for ever finding fault with people and abusing them, without even suggesting a remedy. Make the leads, and you will soon shut up the business of the Red River.

NATHAN JONES.

REMARKS ON THE "ORIGINAL CORRESPONDENCE" IN THE SUPPLEMENT TO LAST WEEK'S "MINING JOURNAL."

SIR.—We shall be glad to see an American "Government School of Mines" established, whether on German, English, or French systems—meanwhile, I must ask of our friends across the Atlantic to rid their writings of some ambiguous expressions, which we do not always understand. For instance, your correspondent, Mr. James T. Blanchard, C.E., M.E., this week says—"There are in America some mining engineers as capable as they are honest, and as trustworthy as they are incorruptible." No one can dispute the truth of this, and no one we think can exactly define its meaning. If they are not honest and incorruptible it does not say much for their capabilities or trustworthiness. We hope, with your correspondents, that some way may be found to "remove the stigma which has too often attached to the name of "American Mining Engineer." We have no doubt that the establishment of a high-class "Government Mining School" would be a great benefit in this respect.

Mr. Charles S. Richardson gives us a good description of the Terrible lode, and promises more information, which we look forward to with interest. In looking at his valuable diagrams we are struck with the small breadth of the strings of mineral, which seem, however, to be compensated for by their richness. Mr. John P. Sewell appears to take a very rational view of the present position of the Camp Floyd Mining Company, and if the shareholders will study his letter, and act on its suggestions, it may prove of great value to them. When shall we hear the last of the double dealing at the Enna Mine? "A Large Shareholder" does not yet appear satisfied as regards the Utah Silver Mining Company, and puts some pointed questions. We look forward with interest to Mr. Longmard's reply thereto. "An Old Cornish Miner" promises the Anglo-Bolivian Silver Mining Company great success, which we hope to see realised, it being high time that some of the capital gone into foreign mines should bring a return. "The Iron Ores of Santander, Spain." How will people manage to keep from errors in two such similar names? With an established company called the Santander Iron Mining Company (Limited), what on earth, but a feeling of mischief, could have induced anyone to establish a new company, and call it the Santander Iron Ore Company (Limited)? What is in a name indeed? Would not Jackdaw have done as well, and have been more distinctive? We are glad to read such a favourable account from Mr. S. A. Postlethwaite of the prospects and profit in "The Richmond Consolidated." Mr. Robt. Knapp gives us a good letter on "Legitimate Mining," and some of his American experiences, which are always acceptable. "Miners' Conversations" are very interesting in the locality and to Cornishmen generally.

"Miner" seems to think we should have supplied some definite information respecting "Furze Hill Tin Mine." This would be clearly going out of our province, which is to receive all the information we can, and carefully to weigh the evidence to separate the wheat from the chaff; to stope up the former, and to cast the latter into the fire. "Rock Drills." We think, with so many machines, inventors, &c., we ought to get a machine at some time which should be applicable in some of the most available points of our deep mines. "West Wheal Seton, and Its Management." If both "J. T. W." and "C." would attend the next meeting at the mine, and discuss the questions raised, it would be more satisfactory to the shareholders.

"English Mining, Present and Future." Mr. Barnard still frantically calling for assistance, and, like a drowning man, clutching at every straw. Cannot help be found, and his mental and physical anguish be removed? Poor Barnard! we are afraid the dark waters are destined to close o'er his devoted head. There is some comfort in the thought that if he dies it will be with the King and the Queen on either hand, and with the Virtuous Lydia in his rapt and steadfast gaze. Who would object to die thus, in company so royal and "so pure." Many an adventurer has had a more tragic and a bitter end, and we trust that this thought will bring some solace in the last moments to Mr. Barnard's poor afflicted soul. "H." seems to give very good reasons for not spending more money on Wheal Vincent, "P." does not seem to think much more highly of Clitters. "New Brynpostig Mine." If your correspondent read the case of "Wadge," who was tried a few days since for nefarious schemes, we think he would see that if capitalists would be only true to themselves English mining might soon be rid of the dishonour attaching to it from unprincipled promoters of mushroom companies.

In your further papers this week we have a very good description of "Rock Drills," from Mr. Charles Ball; also Prof. Guthrie's lecture on "Latent Heat," which we recommend to the perusal of all scientific and enquiring minds. These lectures convey valuable information on one of the most abstruse of the sciences, in clear and intelligible language which most ordinary readers can understand—hence the secret of their universal value.

READERS OF THE "MINING JOURNAL."

[For remainder of Original Correspondence see this day's Supplement.]

FOREIGN MINES.

FRONTINO AND BOLIVIA (South America).—The directors have received their advice, accompanied by a remittance of gold dust valued at 775. 12s. 1. X. L. (Gold and Silver).—Mr. L. Chalmers, Dec. 8: Little pro-

gress has been made in ascertaining what is ahead of us in the north drift from the 200; only 6 feet were driven, the men in this drift having worked only one-third of the week. The 200 ft. level, on the Extenuate lode, has been driven north 6 feet; the lode is about 12 in. wide, and full of rich sulphurates, so also is the gauge or selvage, and even the footwall under the lode. Next week the men will settle down to their work. I have ordered our winter supplies from San Francisco, and expect to hear by to-night's mail, if it gets up here, that they are in Carson, when I will get them up by the Eschquer team on sledge. Snow here is 3/4 feet deep, at the mine 5 feet on the level. When the storm abates I will turn out all hands to cut the road.

EXCHEQUER (Gold and Silver).—W. L. Chalmers, Dec. 7: To-day I expected to commence running the mill. The accompanying letters will show you that the amalgamator on whom I depended is not to be had. I am trying to get another, and half expect to get one by to-night's stage, if it get through the snow, which is 3/4 in. deep on the level at the mill, and 5 ft. on the level at the mines. The same mail will, I think, bring me advices of the arrival of my winter mining supplies at Carson. If so, I will send off our own team of eight horses and two sleighs on Wednesday, to bring them up here at any rate; and if the snow moderate I will turn out all hands at the mine to cut a load from Silver Mountain up, so that there may be no stop for want of supplies. Only 9 ft. were driven in the north drift, two of the men having quit work on Thursday, going back only to-day. You will be glad to hear that the drift improves steadily; the ore portion is 10 in. wide, still oxidised however, but carrying some good ore, best in bottom and on hanging-wall. Five sets of timbers were also put in behind the drivers. Roche's stop, on upper tunnel, gave me 12 tons fair ore. There is still a little more here. I have 30 tons out on the dump, which I will try and get down when I break the road; it makes dear hauling, however, when you cannot haul regularly. The north drift is 191 ft. from cross-cut: 69 ft. more will bring us to the ore shoot I left in the south stope from the 140 in. winze. This winze will be invaluable for ventilation when we make the connection, and will save us the expense of sinking a second shaft, which a late Act of Congress requires in all mines 300 ft. deep. I found the 30 ft. level so much caved in, and the prospect of getting down ore to the mill since my last so scanty, that I abandoned my intention of stopping there for the present, confining the work now to sinking the engine-shaft and running the north drift and the Acacia adit. This will take per month of 27 working days a total cost amounting to \$20,000. Suppose you confine your operations during winter to either the shaft or the north drift, you must still have two carmen or landers, two engineers, and a foreman and manager. By carrying on the Acacia at the same time you spread the expense of your foreman and manager over the three branches of your mining industry, and so on; the more the work carried on simultaneously the less does each individual branch cost, and the sooner is your goal reached. I can let the Acacia at \$14 per foot. The rock is very hard in the face at present, but as we near the ledge it will soften, so that I question the prudence of letting 100 ft. at that rate. The shaft can be sunk for, I think, \$35 per foot, perhaps less, as we are nearing the ledge when we resume sinking to-morrow.

NEW ROSARIO (Mexico).—M. V. Cumins, Nov. 27: Providencia Mine: Mr. Potts arrived here yesterday, and inspected the mines this morning, and expresses himself as very well pleased with what he has seen. Please to note that 20 carros of ore, averaging 11 mares (17.12s.), and four cargas, averaging 14 mares (22.8s.) per monton, have been added to our stock in store. There are also about 2 cargas of the silver-lead ore separate that will average 35 to 40 mares (50.7s. to 70.16s.) per monton.—San Guillermo Level: In this level there is no change. The branch of silver-lead continues, and is very good.—San Juan Level: In this level the lode on one side continues to look remarkably well, but on the other side it does not look so good as it did; such changes must, however, be expected.—San Juan Level (Rosario): In this level there is no change whatever. Enclosed is a bill of lading for the cases of ore shipped to Liverpool.

John Skewis, Nov. 25.—Providencia—San Manuel End: This end is now driven about 39 varas from the shaft, and we find that the ground has greatly improved again. Our end is about 3½ varas wide, but how wide all the lode is in this place we cannot tell; I expect it must be from 8 to 9 varas wide, and for ought we know we may be leaving the best of our ore on each side of us, and so if it will be all the better for us when we commence taking away the whole lode.—San Guillermo End: This end, driving north, is now driven about 30 varas from shaft.

The ground continues pretty favourable for driving, and the ore is still continuing. A little further on we may expect that the lode will improve as we go towards the Palma shaft, and I think that the Palma shaft will be of great advantage to us as soon as we get our end under it. They say it is as deep as the Preciencia shaft, if so it will be good for ventilation, and for drawing up our ore when we begin to send away a great quantity.—San Juan Plat: The men are still going on well in opening out ground for stopes. We have some very good ore going in the back, and down in the bottom: this ore we may expect will continue as far as the bottom level, so it will be a very good stope.—San Juan End (Rosario): This end is now driven about 23½ varas from the winze, and the ground looks much the same; it continues to show very good pintas, and gives good indications that we shall have good ore as soon as we cut the Acosta lode with this end.

CHICAGO (Silver).—E. J. Dowlen, Dec. 12: The present teams work to their full capacity (some 25 tons per day), and it is a matter of paramount necessity that the furnace should not gain on the time, but that the daily quantity hoisted should exceed that possible to be smelted, hence the advisability of increased teams to which I have been already referred. Since my last letter I have been twice to the mine, and will, as briefly as possible, describe its present appearance and future prospects from my point of view.—The Main Incline: This shaft is now sunk to a total depth of 479 feet at bottom, a good-looking body (6 by 3½) of the usual Chicago ore is to be seen. The shaft has been straightened sufficiently to enable the tract to be laid to the face of the ore, thereby greatly facilitating hoisting, and insuring an increased daily output from this working. The general appearance at shaft bottom is highly satisfactory and encouraging.—Left Drift: This drift leaves the main incline at a depth of 172 feet, and follows a zig-zag course through, more or less, ore for a distance of 130 feet. At 20 feet from its present extremity a large ore body has been struck (dimensions, 20 ft. by 9), upon the face of which the drift is being driven to join the main incline at a depth of 245 feet. Before this most desirable junction can be effected a further distance of from 25 to 30 feet has to be driven, but as the men are rising from the main incline to meet the drift coming down, I anticipate a few days hence to see the completion of this work. The importance of this drift communicating with the main incline for purposes of economical working and development can scarcely be over estimated; by it the ore can be stope down at small expense, and hoisted on the cars instead of being raised through an almost impossible and tortuous way, at great cost and labour, to the connection with the main incline at 172 feet, which is the present only practicable system of working.—Right-Hand Drift: Very little has been done here beyond prospecting for the past month; the same may be said of the Rambler Shaft. The indications in the latter are considered favourable, and I find we raised 5 tons there on the 6th inst. This ore has not for some past reached the Chicago average of value, we hope for better results with greater depth.—The Furnace: The furnace is a daily success, turning out from 5 to 8 tons of bullion most regularly—for cost please refer to Form 10.—Smelting Cost: You will observe that this cost is shown from the actual amount expended to be \$10.63 per ton. This will show a gross profit at our present bullion-selling prices of \$35 per ton ore, from which deduct smelting, \$10.63; forwarding and assay in the city, \$1.50; freight from furnace bullion per ton, \$7—\$19.13. Total, 15.87. Add proportion of freight, 55.52; showing a net profit of \$21.39 upon all ore bought and smelted. By taking the old bullion prices, this profit would be increased some 30 per cent. We could purchase 10 tons of ore per day, now showing this good margin, which alone is equal to a dividend profit of 10 per cent. upon the capital of the company. This branch of your business is a highly valuable one, entirely free from the risks attending the best mining enterprise.

TOLIMA.—Advices by the mail of Dec. 31: Frias: October: Returns, \$19,448 Rs. 7; expenses, \$7779: showing a profit of \$11,669 Rs. 7—sterling value, 1942. 19s. 8d. The manager reports 29 fms. 5 ft. 10 in. of ground developed, of which 21 fms. 1 ft. 3 in. were unproductive, leaving 13 fms. 4 ft. 7 in. productive ground, which produced 226.5s. per fathom of the whole lode stopped, but the principal portions of the returns were obtained from the breaking of 7 fms. 4 ft. 7 in. of lode only. Writing under date of Nov. 18, the manager observes, "Since my last the second bunch in the 20 fm. level has continued in the drive, and having sunk the engine-shaft, and got into an old level, we find that the ore extends upwards to the 10; both bunches, however, go down stronger in the bottom of the 20, and we are now sinking to the 30 to open out ground. From the present appearance of the lode I do not anticipate any falling off in the returns, and expect to have in a few months very valuable reserves." The underground agent reports—"No. 1 Winze, 20 fm. Level, North-East End: This station has been worked day and night, being the most promising part of the lode at present; the lode continues to yield rich ore, and the bottom and back stopes in this level contain also rich ground for future returns; the lode is 4 to 6 ft. wide, with two branches of solid ore averaging 2 in. wide; the one on the hanging-wall appears to be another lode that made the bunch we have been taking away. In the ensuing month I expect we shall be able to examine this new lode and report the value of it. The back stopes opened out by this station are 12 fms. in length; the first 2 fms. are on whole ground, and the rest were worked away at the 10 by former miners. The bottom stopes are good for a length of 25 fms., so we are resolved to begin sinking to the 30, as by doing we shall open out a large quantity of ground known to be good. The 20 south-west also contains a good branch of ore 2 ft. wide, consisting principally of blende and galena, with native silver. The back and bottom stopes in this level are also on good mineral ground, which forms part of our reserves. The 10, on 40' lode, has holed to the old workings, through which an immense quantity of water passed. We are clearing the atle stuff and timbering the back of the lode to continue the engine shaft at this point.—Yankee's Winze, South-West Drive: We are driving a 20 fm. level from the bottom of this winze, and the lode begins to show signs of mineral; this level will pass under No. 2 winze about 8 fms. deeper.—Webster's Branch: The drive on this lode is coming into good ore, and improving daily.—No. 2, Spanish Bottoms: The drive appears now to be coming to the end of the horse at the junction of the lodes, and very shortly I expect to have export ore at this station." With reference to the Organos Mine, the manager observes—"There appears to be doubt as to the richness of the lodes and the abundance of the ore. What is required is the means of trans-portioning the ore cheaply to the mills, and 24 heads of stamps can be kept constantly at work, and large profits made. On Nov. 5 last the heavy rains caused a landslip near the Margaritas gold-washings, and discovered some very rich gravel."

NEWFOUNDLAND.—Capt. Curnow, La Manche, Dec. 1: Engine-shaft 10 ft. continued for December, by nine men. Stope No. 6, east of M'Conochie's shaft, driven 16½ by 13 ft., discontinued. Stope No. 4, east of M'Conochie's shaft, driven 4 by 10 ft.; lode worth about 20 cwt. of ore per fathom, worked by six men on day work. Adit level, east of Doctor's shaft, driven 5½ ft., temporarily discontinued by water.—Stopes in the back of the adit level, east of Doctor's shaft: Stope No. 2, driven 31.412 ft. by 10 ft., discontinued; lode worth about 23 cwt. of ore per fathom; six men. Stope No. 4, driven 23 by 10 ft., discontinued for December; lode worth about 20 cwt. of ore per fathom; six men. Stope No. 3, driven 28½ by 10 ft., discontinued for December; lode worth about 24 cwt. of ore per fathom. Stope No. 5, driven 11½ by 9 ft.; lode worth about 30 cwt. of ore per fathom; four men. Stope No. 1, bottom of 8 fm. level, west of Cooper's shaft, driven 6 by 10 ft.; lode worth about 28 cwt. of ore per fathom; worked by four men on day-work. On surface we are laying a new railroad from the wharf to the dressing floors. The old wooden track was entirely rotted out, and had become unfit for sending down ore on. We are covering the flumes, and will soon have the work done.—Later advices, under date of Dec. 15, have been received from the manager at the mines, in which he states that they have already received 100 tons of ore broken, and that if the port is navigable in February a cargo will be shipped to Swansea.

Captain Curnow, Nov. 17: The following is the amount of mining done since the first of the month:—Engine-shaft sunk 7½ ft. Stope No. 6, east of engine-shaft, has been driven 16½ by 13 ft.—Stopes east of Doctor's shaft, back of adit level: Stope No. 2, driven 20 by 10 ft.; lode worth about 20 cwt. of ore per fathom, worked by six men on day work. Adit level, east of Doctor's shaft: Stope No. 4, driven 31.412 ft. by 10 ft., discontinued; lode worth about 23 cwt. of ore per fathom; six men. Stope No. 4, driven 23 by 10 ft., discontinued for December; lode worth about 20 cwt. of ore per fathom; six men. Stope No. 3, driven 28½ by 10 ft., discontinued for December; lode worth about 24 cwt. of ore per fathom. Stope No. 5, driven 11½ by 9 ft.; lode worth about 30 cwt. of ore per fathom; four men. Stope No. 1, bottom of 8 fm. level, west of Cooper's shaft, driven 6 by 10 ft.; lode worth about 28 cwt. of ore per fathom; worked by four men on day-work. On surface we are laying a new railroad from the wharf to the dressing floors. The old wooden track was entirely rotted out, and had become unfit for sending down ore on. We are covering the flumes, and will soon have the work done.—Later advices, under date of Dec. 15, have been received from the manager at the mines, in which he states that they have already received 100 tons of ore broken, and that if the port is navigable in February a cargo will be shipped to Swansea.

CAPETOWN.—Capt. Tonkin remarks.—The bottom of the winze at Narrap is in ground so hard and unpromising that the sinking is suspended, and we have covered over the winze, and commenced to drive a level in the ore ground some distance from the bottom.—Railway: Traffic for fortnight ending Nov. 15, 235 tons up and 580 tons down. Bills of lading are received for 270 tons of ore, per Anglian, and 39 tons, per European. The Laura had arrived at Port Nolloth with outward cargo, including the new pumping-engine and other machinery, which had been landed, and were being forwarded to the mines. This vessel will load home about 380 tons of ore: 508 tons of ore and 10 tons of regulus were sold at public ticketing on Dec. 16 at an average of 18s. 2d. per unit, realising approximately 13,450/-: 375 tons of ore and regulus have been put forward for sale by public ticketing on Jan. 6.

CAPE COPPER.—Capt. Tonkin remarks.—The bottom of the winze at Narrap is in ground so hard and unpromising that the sinking is suspended, and we have covered over the winze, and commenced to drive a level in the ore ground some distance from the bottom.—Railway: Traffic for fortnight ending Nov. 15, 235 tons up and 580 tons down. Bills of lading are received for 270 tons of ore, per Anglian, and 39 tons, per European. The Laura had arrived at Port Nolloth with outward cargo, including the new pumping-engine and other machinery, which had been landed, and were being forwarded to the mines. This vessel will load home about 380 tons of ore: 508 tons of ore and 10 tons of regulus were sold at public ticketing on Dec. 16 at an average of 18s. 2d. per unit, realising approximately 13,450/-: 375 tons of ore and regulus have been put forward for sale by public ticketing on Jan. 6.

PESTARENA.—Dec. 24: The communication was made in the incline plane from surface to the rise in back of adit on the 10th of the present month, and by the 20th we had it timbered down on the rock. Fair progress is being made in rising against the incline in back of the 33, and also in sinking the shaft under the adit, which is now driven 37 metres, and the rise up from the 33 level 27 metres, 25 remaining to communicate in February. On surface we have a large force of men bringing timber from the mountains. Fair progress is being made in the new hoisting machinery.—District Val Toppa: On the whole the ends now being worked are not looking so well. No change in the cross-cuts.

[For remainder of Foreign Mines, see to-day's Supplement.]

WEST CARADON.—Operations here are being carried on much as usual, No. 1 stope east has fallen off slightly in value, but all other points are yielding about the same quantity of ore as last reported.

RAISING COAL.—Messrs. A. LAWTON, and H. H. GORDON, of New York, have patented some improvements in moving and raising coal and other granular material, and in the machinery or apparatus employed therein. The object of this invention is to save the tedious and costly labour demanded in the moving and raising of coal and other granular material by the aid of shovels and wheel-barrow and the usual hoisting apparatus. The first part of the invention consists in raising coal and other granular materials by means of a bucket or other suitable vessel arranged to slide in a shaft or its equivalent, which extends so far below the ground or platform on which

we have a good lot of stone raised, and are now laying down rails to take the stone direct to the buildings, which will be much cheaper than cart work.

DENBIGHSHIRE CONSOLIDATED.—John Pryor, Jan. 1: Phoenix Engine-Shaft: The 112 driving east is still without change, and in hard ground; we see small spots of ore every foot advanced. We are not yet quite far enough to meet the runs of ore; this end is likely to become a most important one before long.—Quaker's Shaft: In the 112 west the lode is about 15 in. wide, composed of spar, clay, and small lumps of lead ore, letting out water all through the end. I am confident that when this level reaches the junction with the Park lode, where we have a course of ore, a great success will be realised. The cross-cut at the 66 west has not yet cut the lode, but the end is speckled all through with lead, justifying us in the expectation of cutting a good lode.—Parry's Shaft: The ground continues hard to sink in the sump below the 40, and therefore our progress is not such as I could wish, but the course of lead ore 4 ft. from the bottom is fully 2 ft. wide. In the eastern end of the sump the lead is improving, and we are turning out some splendid ore, and the discovery, I may say, is not only likely to last, but there is every probability of its improving.—Dressing-Floor: We have been making several alterations here with a view of better progress in future.

DUCHY GREAT CONSOLS.—James Richards, Jan. 1: South Maria: In the 70, west of the engine-shaft, the lode has been cut through, proving at this point as anticipated, owing to the disturbed nature of the ground, to be without much ore; it is composed of mudi (arsenical), caple, quartz, and a little of both copper and tin ores.—Latheley Consols: In Ellis's winze below the 60, east of the engine-shaft, sinking is the side of the lode, and the ground is both favourable for progress and congenial for mineral. As you have already been advised, the lode where last cut into, 9 fms. below the 60, is worth 4½ tons of ore per fathom. The lode in the slope in the bottom of the 50 east is still worth 3 tons of ore per fathom. The ores sold on the 18th ult., computed 54 tons, weighed 55 tons 12 cwt.

DYLIFFE.—Edward Evans, Edward Rogers, Dec. 24: We are pleased to inform you that several parts of the mine are improving—the 105, west of cross-cut, and the 25, west of old engine-shaft. Our opinion is that a long career of prosperity will be opened out here for the present company.—Llechyd-dan and Escaigaled Lodes: The different points of operation on these two lodes maintain their usual value.

EAST BALLESWIDDEN.—T. Trahair, Dec. 31: The 30, driving west from engine-shaft, is opening tribute ground; the lode in the back of this level is producing some good rich tinstuff. The lode in the back of the adit level, west from Morgan's shaft, is producing good saving work for tin. The branch of tin discovered on the Rose lode some weeks since is turning out well. As soon as we have completed the shaft to the 50, on the Soldier's lode, and get the whine to work, we shall be in a position to increase our returns of tin.

EAST BLACK CRAIG.—Thomas Cogar, J. Betty, Jan. 1: The 108 has been blocked up by a fall of blackstone; we have again opened out the level, and commenced stowing west of winze, and driving the cross-cut; the value of both places is unaltered since last reported upon. The stokes west of shaft are fully equal to last report, worth 20c. per fathom for lead, and 1 ton of blonde. The 98 end, driving east of shaft, is in kindly ground, with a mixture of lead and blonde. Stripping side of level, west of shaft, is worth 12c. per fathom for lead. Stripping side of cross-cut, west of shaft, is worth 10c. per fathom for lead. The stokes are yielding their usual quantities of lead. The 88 winze is now worth 5c. per fathom for lead, with indications of improvement. At Palnure's lode the lead is dipping north, and which we shall drive upon after sinking a little deeper. Machinery and surface work going on as usual.

EAST BOSCASTWELL.—William Eddy, Dec. 31: We have set the 120 to seven men, on tribute, at 15s. in 1c.; the men are working steadily, and earning fair wages. The tribute pitch at the 70 has slightly improved. The machinery is in good order and working well.

EAST DARREN.—Dec. 31: Taylor's Shaft: In the 113 east the lode is from 2 to 3 feet wide, chiefly composed of a dark clay-slate, carbonate of lime—still disordered and broken up, but is again becoming stronger, showing at times small spots of lead; at this point we shall soon commence driving a cross-cut north into Skinner's shaft for a communication. In the stoke over this level the lode is 3 feet wide, producing on an average from 12 to 15 cwt. of lead ore per fathom. Skinner's shaft, sinking under the 104, the lode in the bottom is large and strong, showing occasionally nice spots of lead, and good progress is being made in sinking. The tribute pitches throughout the different levels continue to yield fair quantities of lead ore. Our machinery is in good working order, and drawing and dressing progressing regularly, with a good supply of water, since the new lot of launders have been erected at Craigwen, completed a few days since. We have to-day sampled 50 tons of silver-lead ore for sale on Monday, January 5.

EAST LLANGYNOG.—E. Pascoe, Dec. 23: In No. 2 level, driving west of winze, the part of the lode carried is 3 ft. wide, composed of flockan and friable rock, intermixed with gossan and lead, but not to value—very kindly lode indeed. The lode in No. 2 level, driving east of winze, is a very promising appearance, and continues to widen as the end is advanced, is worth 10c. 10s. per fathom. In No. 3 level, driving west of winze, on the south part of the lode, the part of the lode carried is 4 ft. wide, composed of bastard granite, sulphur, lime, spar, and lead, worth for the latter 5s., 15s. per fathom, with indications of an early improvement. There are four stokes over this level, worth on an average 13c. per fathom. The stokes over No. 3 level, east of winze, on the caunter or north lode, are worth 10c. 10s. per fathom. I have two men cutting through the footwall of this lode to prove the eastern side of it, the joints being impregnated with lead. The stokes below No. 3 level, east of winze, are worth 8c. 10s. per fathom. The stokes east of winze, over No. 4 level, on the south part of the lode, the part of the lode, are worth 5s. 10s. per fathom. The stokes over No. 4 level, on the north part of the lode, are worth 8c. 10s. per fathom. There is no change in the rise over No. 4 level since my last report. I have two men and two boys stripping down the lode in No. 3 level, on north lode, worth for lead about 14c. per fathom. I have suspended the stokes over No. 4 level, on this lode, as they have become poor; a fine course of ore has gone down below this level. I intend to put four men to stope the level underneath in the course of a few days. The lode in No. 5 level, on south lode, has assumed a more masterly appearance than it has hitherto, but notwithstanding all favourable indications it continues poor. The deep adit level remains the same as last reported on.

EAST VAN.—Wm. Williams, Dec. 31: The 25, below adit, is set to six men, to drive westward, at 8s. per fathom; the ground in the end at present looks more congenial for lead than it has for a long time, it is letting out a little water, which I consider a very good indication. The winze below the adit is down 12 fathoms; the winze. The winze was getting rather deep to wind from with the windlass; the stoke will be well ventilated, and we shall then employ the men to cross through the lode at different points in the 25 to prove its value.

EAST WHEAL BASSET.—R. Pryor and Son, N. Bartle, Dec. 31: On Wednesday last we set the following bargains.—North Lode: The 110 to drive west of cross-cut, by four men, at 10c. per fathom; the lode is 4 ft. wide, of a promising nature, and worth 10c. per fathom. No. 1 stope, in the bottom of this level, by four men, at 4s. 5s. per fathom; lode worth 7c. per fathom. No. 2 stope, in the bottom of ditto, by nine men, at 8c. per fathom; lode worth 30c. per fathom. No. 1 stope, in the back of this level, by six men, at 4c. 10s. per fathom; lode worth 7c. per fathom. No. 2 stope, in the back of ditto, by six men, at 4c. per fathom; lode worth 6c. per fathom. No. 3 stope, in the back of ditto, by four men, at 3c. 5s. per fathom; lode worth 5c. per fathom. A stope in the bottom of the 70, west of rise, by four men, at 5c. per fathom; lode worth 7c. per fathom. The 50 to drive west of rise, by four men, at 8c. per fathom; lode worth 7c. per fathom. A stope in the back of this level, by four men, at 4c. 10s. per fathom; lode worth 8c. per fathom. The whole of our machinery is working well, and the pay and setting passed off satisfactorily.

EAST WHEAL GRENVILLE.—E. Hosking, W. Bennetts, Dec. 24: The lode in the engine-shaft is 3 ft. wide, producing saving work. The lode in the 120 fm. level, west of engine-shaft, is 2 ft. wide, and worth 8c. per fathom. There is no change in the 120 fm. level cross-cut. The lode in the 110 east is 2 ft. wide, and worth for tin and copper. The lode in the 95 east is 3 ft. wide, and worth 10c. per fathom. The 82 cross-cut is without change. The lode in the 95 east is 3 ft. wide, and worth 10c. per fathom. The winze below the 95 east is worth 8c. per fathom. The stope above the 95, west of winze, is worth 10c. per fathom. The stope below the 82 east is worth 8c. per fathom.

EAST WHEAL SETON.—Wm. Pascoe, H. Arthur, Jan. 1: In the lode in Cartwright's shaft, sinking below the 48 fm. level, we have met with a floor which has disordered the lode for the present, but we hope it will improve, as the lode is large—from 5 to 6 ft. wide. In the winze sinking below the 48 fm. level, west of shaft, the lode is 4 ft. wide, worth 2 tons of ore per fathom. The 48 end, east of shaft, is about the same as last reported, worth 2 tons of ore per fathom. The stope in the back of the 48, west of shaft, is worth 2 tons of ore per fathom. We have cut into the lode in the 70, east from Henrietta 2 ft., and no south wall; it is very wet, and spare for driving; as far as we will produce stones of ore. We shall push on this end with all speed, to communicate with the winze sinking below the 48, west from Cartwright's shaft, and when communicated, we hope to be able to stop the East Seton engine.

FRANCO CONSOLS.—W. Dodge, Dec. 30: The ground in the shallow adit level continues favourable for driving and congenial for the production of mineral. The lode is chiefly composed of caple, arsenical mudi, and a little tin, but not sufficient of the latter at present to value.

FRON VELLAR.—Capt. Harper, Dec. 31: In the cross-cut driving north of the level, west of the deep adit, the ground is much the same as for some time past, at present letting out much water from the forebore. We have been the last two or three days cutting down the corner and putting in rails in the cross-cut. The new shaft sinking in the eastern part of the set is being pushed down with all possible dispatch. In consequence of so much wet we have been obliged to make a shed over the men, so that they can work on the top in all weathers. We have not got through the blue clay as yet.

GAWTON COPPER.—George Rowe, George Rowe, Jan. 1, Dec. 27: The lode in the 105, east of King's engine-shaft, is still showing a very kindly appearance, and good stones of ore. There is no change in the appearance of the lode in the 95 east during the past week. The 90, on the south part of the lode, is yielding 1 ton of good quality ore per fathom, and showing indications of improvement. The lode in the winze sinking below the 82 is worth 10c. per fathom. The lode in the stokes in the bottom of the 82 is worth 9c. per fathom. The lode in the stokes in the back of the 82 is worth 14c. per fathom. The lode in the stokes in the back of the 70 is worth 9c. per fathom. All other points are without a chance.

GEM (Tin).—John Goldsworthy, Dec. 31: In the 20 cross-cut east, driving north to intersect the north lode, the ground is favourable for tin gress. In the winze sinking below the adit on the north lode, the lode is from 4 to 5 ft. wide, of a most promising appearance, and worth 15c. per ton for tin. In the 110, in the back no lode has been taken down. In the eastern cross-cut driving north to intersect the north lode in the east 3 or 4 ft. driving, a branch has been met with, from 3 to 4 in. wide, containing quartz, peat, mudi, and a small portion of tin. We shall commence driving as soon as we can arrange the staff for this department.

GOGINAN.—Dec. 31: A' the 100 east there is no change in the lode, it is worthy of

remark. In the stokes over the 110 east the lode continues much the same, being worth 1½ ton of ore per fathom. The rise over the 70 (for new shaft) is being carried up, by six men, in a lode 5 ft. wide, interspersed throughout with lead ore, and yielding saving work. The repairing Bryn Pica shaft is being proceeded with as fast as possible. Fair progress is being made with the surface work at Bryn Pica, and we shall soon get the new pipes, &c., completed. The tribute pitches in old part of the mine produce, on an average, 11 cwt. of lead ore per fathom. The dressing, &c., is going on regularly, and we sold 20 tons of ore yesterday at 15c. 18s. 6d. per ton.

GORSADD AND CELYN LEVEL.—Wm. Edwards, Jan. 1: Cockett Gelynen Shaft: We anticipate on reaching a depth of 20 yards in this pit by Saturday, and shall soon after drive out to cut the Hwlwy lode, and also get into the lead ground left in Nos. 1 and 2 stumps.—Gorsedd Shaft: The men are making good progress in sinking. We expect in less than three weeks to effect a communication with the Gorsedd lode, when we shall at once start to sink upon the new run of ore. By the end of this month we shall, I think, be in a good position.

GREAT LAXEY.—John Cornish, Dec. 30: Deep Mine: We have no particular change in the 235 north and south ends since our last report, and we are now engaged sinking a winze in bottom of the 220 north, in advance of the 235 north end, for ventilation, &c.; the end is worth 10c. per fathom for blonde. We have commenced to sink Welsh engine-shaft below the 220; the lode is 4 ft. wide, and worth 8c. per fathom for blonde. The lode in the 220 driving north is split in two parts, and worth 8c. per fathom for blonde, with a little lead; when these parts again come together we may expect an improvement. We have only a portion of the lode in the 220 driving south from winze, but the part being carried is worth 24c. per fathom. In the winze sinking in the bottom of the 210 north the lode is worth 18c. per fathom. In the 210 north end we are only carrying a part of the lode, which is worth 20c. per fathom. No. 1 stope in back of this level is worth 40c. per fathom, and No. 2 stope 58c. per fathom. The lode in the 210 driving north is split in two parts, and is worth 40c. per fathom. The stope in the back of the 190 is worth 40c. per fathom. No. 1 stope in the bottom of the 180 north is worth 18c. per fathom, and No. 2 stope 69c. per fathom. In the 180 end driving north the lode where cut through is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 165 north is worth 40c. per fathom, and No. 2 stope 70c. per fathom. The lode in the 190 driving north is worth 40c. per fathom. The stope in the 180 end driving north has become smaller, being only about 1½ ft. wide, and worth 27c. per fathom. No. 1 stope in back of the 165 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 155 north is worth 23c. per fathom, and the stope in back of same level 35c. per fathom. No. 1 stope in back of the 155 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 150 north is worth 20c. per fathom, and No. 2 stope 58c. per fathom. The lode in the 150 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 145 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 140 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 135 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 130 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 125 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 120 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 115 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 110 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 105 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 100 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 95 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 90 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 85 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 80 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 75 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 70 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 65 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 60 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 55 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 50 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 45 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 40 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 35 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 30 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 25 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 20 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 15 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 10 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 5 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 0 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 100 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 95 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled, and get into more ore. No. 1 stope in the bottom of the 90 north end driving north is about 4 ft. wide, but only producing a little lead and blonde ore; we are now driving by its side, and when cut into again we hope to find it more settled,

wide, and worth 10 $\frac{1}{2}$ per fathom. In the winze sinking under the 220 west we have a very fine-looking lode, 7 ft. wide, and worth 20 $\frac{1}{2}$ per fathom for tin and copper ore. In the 170 west the lode is worth 10 $\frac{1}{2}$ per fathom, with more lode lying north. The tin stopes are much as usual.

OLD BATHOLES.—A. Waters, Jan. 1: The 40, driving south, is in a lode 4 to 5 ft. wide, composed of carbonate of lime and occasional spots of lead ore. The stopes north of winze, in the above level, are worth 1 ton of lead ore per fathom. The 60 cross-cut east, to intersect the big lode, is making fair progress. Setting report next week.

OLD BOTTLE HILL.—J. Eddy, Dec. 24: The tribute pitches, both on the main and Bucking-house lodes, are producing good stamp work, and to all appearance we may safely calculate on having a much larger parcel of tin for the coming two months than was sold for the past two.—Bucking-house Lode: The lode in the end driving east in the 36 is now about 18 in. wide, producing stones of very rich copper ore and tin, and saving work for tin.

OLD BOTTLE HILL.—J. Eddy, Jan. 1: We have now driven the 36 fm. level, east of shaft, from 15 to 16 fm. and through this driving the lode has produced both copper and tin, and saving work for the latter. We sunk about 6 ft. below the 36 fm. level, and found the lode continues its size, with a very great improvement for copper ore. The lode in bottom of the sink is about 18 in. wide, 9 in. of which is rich for copper, and of superior quality, as proved by the small parcel, which tested near 10 $\frac{1}{2}$ per ton. I consider that in driving this level we are skimming over the back of a rich bunch of copper ore, and to promote this I cannot but recommend you to sink Rose's shaft (say) 10 fms. deeper, and prove this shoot of copper at a deeper point. I am strongly persuaded we shall meet with great success. The ground, to all appearance, will be found favourable for sinking, and no timber required. I think the shaft can be sunk for 8 $\frac{1}{2}$ per fathom. Tribute pitches remain the same.

OLD TREBURGETT.—W. Hancock, W. T. Bryant, Jan. 1: The lode in the 80, south of shaft, is gradually improving, and may to day be valued at 8 $\frac{1}{2}$ per fathom for silver-lead. On Tuesday last we cut a good large stream of water, which has drained the 70 almost dry; we consider this a good indication, and shall on Saturday next set a winze to sink below the latter level. The 70 south is communicated with the No. 2 winze sunk below the 60. The men are now engaged taking down the ore-bearing part of the lode, worth about 14 $\frac{1}{2}$ per fathom. The No. 2 stop in back of the level is worked up to the 60; the men are assisting the endmen in taking down the lode preparatory to commencing a new stop in the back of the level. In the 60 south the lode in the part carried is worth 7 $\frac{1}{2}$ per fathom, with another part standing to the west. The stopes, taking one with another, are looking pretty well. The boiler was delivered on the mine last week, and we are fixing it in its place. We sampled on Saturday last three parcels of silver-lead ore of the usual qualities.—No. 1 (computed), 32 tons; No. 2, 15 tons; and No. 3, 6 tons, for sale on Saturday.

OLD WHEAL ROSE.—W. Schollar, Dec. 31: During the past week the men have been engaged in repairing an old stall, which broke down from the back of the deep adit level. The shallow adit end and stope will each produce 4 tons of iron ore per fathom, and also contains patches of silver-lead.

PANT-Y-MWYN.—W. Wasley, Jan. 1: The lode in the deep adit level, driving west of Griffith's shaft, has improved since last week, and is looking very promising for ore, and the ground is a little easier for driving. The men are getting good ore in the stopes near Medlyn shaft. We have been several yards further up the day level from the entrance since last week, and from what we could see we think we shall not have a great deal more work to do to get up to Wynne's shaft.

PARYS MOUNTAIN.—T. Mitchell, Dec. 29: The 90 cross-cut south by six men, the month, at 10 $\frac{1}{2}$ per fathom; ground consists of chert rock, mixed with a little sulphur; fair progress is being made in driving. The stopes in the back of the intermediate level, over the 90, by six men, at 6 $\frac{1}{2}$, 10 $\frac{1}{2}$ per fathom, yielding 5 tons of copper and 2 tons of sulphur per fathom. The stopes at the 80, west of cross-course, by eight men, yielding 7 tons of copper ore and 2 tons of sulphur per fathom. The stopes east of cross-course, at the same level, by two men, at 6 $\frac{1}{2}$ per fathom; worth 5 tons of copper and 1 ton of sulphur per fathom. The stopes in the back of the 80, east of winze, by six men, at 6 $\frac{1}{2}$ per fathom, yielding 5 tons of copper ore and 1 ton of sulphur per fathom. The stopes in the bottom of the 65, west of winze, by six men, at 6 $\frac{1}{2}$ per fathom; worth 6 tons of copper and 1 ton of sulphur per fathom. The stopes in the back of the 65, west of rise, by six men, at 6 $\frac{1}{2}$ per fathom; worth 5 tons of copper and 2 tons of sulphur per fathom. New stopes at the 65, east of rise, by four men, at 6 $\frac{1}{2}$ per fathom; worth 4 tons of copper ore and 2 tons of sulphur per fathom. The cross-cut at the 45 south by two men and two boys, at 4 $\frac{1}{2}$, 10 $\frac{1}{2}$ per fathom. The ground in the end is very highly charged with sulphur, and of a kindly nature. We have removed the men from driving the 65 cross-cut south, back to strip down and open on a part of the lode recently passed through, which contained copper ore worth about 2 tons per fathom. We have set nine tribute pitches to 17 men at the usual prices. All surface operations are going on very well.

PEDN-AN-DREA UNITED.—W. Tregay, W. Prideaux, John Pope, Dec. 27: Sump: We have not sunk much during the week, the Christmas holidays having rather retarded progress. In the 140 east the lode in the pitch in the bottom of this level is worth 40 $\frac{1}{2}$ per fathom. In the 140 west end the lode (Martin's) is worth 10 $\frac{1}{2}$ per fathom.—Cobbler's: In the 120 west end the lode (Martin's) is worth 10 $\frac{1}{2}$, per fathom.—Cardozo's: In the 90 the lode (north) is worth 20 $\frac{1}{2}$ per fathom. In the 80 east winze the lode (north) is worth 12 $\frac{1}{2}$ per fathom. In the 70 west end the lode (north) is worth 10 $\frac{1}{2}$ per fathom. In the 70 west end the lode (north) is worth 12 $\frac{1}{2}$, per fathom. In the 60 east winze the lode (north) is worth 12 $\frac{1}{2}$ per fathom. In the 55 east end the lode (north) is worth 8 $\frac{1}{2}$ per fathom.—Jack's: In the 30 east shaft the lode (north) is worth 10 $\frac{1}{2}$ per fathom.—Trevena's: In the 47 north cross-cut the branches are worth 20 $\frac{1}{2}$ per fathom, and we have set the men to drive east and west on their course.—Street: In the 30 east end the branches are worth 10 $\frac{1}{2}$ per fathom. In the 30 west end the branches are worth 12 $\frac{1}{2}$ per fathom.—Critchley's: We are now down to the 10, below the deep adit, where there is a hard floor of ground, which we hope will be only of temporary duration. No other changes to report.

PERHALS.—S. Bennetts, W. Higgins, Dec. 27: The lode in the 80 west is much as last reported—about 1 $\frac{1}{2}$ ft. wide, yielding saving work, but not of much value. A stope in the back of the 60 east is worth about 10 $\frac{1}{2}$ per fathom. The 50 east end is at present poor. Three stopes over this level are worth respectively 20 $\frac{1}{2}$, 12 $\frac{1}{2}$, and 10 $\frac{1}{2}$ per fathom, and another in the back of the 50 west is worth 15 $\frac{1}{2}$ per fathom. The 30 west, on the north lode, is at present poor; the same level east is much improved, and is now worth 20 $\frac{1}{2}$ per fathom. The 45 east is worth 6 $\frac{1}{2}$ per fathom, and the winze below this level 10 $\frac{1}{2}$ per fathom. At Sarah's shaft two stopes are worth respectively 7 $\frac{1}{2}$ and 8 $\frac{1}{2}$ per fathom. Some of the tribute pitches are slightly improved.

PENNERLEY.—W. T. Harris, J. Delbridge, Dec. 30: We do not see any particular alteration in the mine since our last report. Fair progress is being made. Potter's Pit is also opening out very well.

PERKINS BEACH.—S. M. Ridge, Jan. 1: The lode in the Chimney Pipe rise has forked, and is in a disordered state and poor for lead; unless a change takes place here soon for the better I shall abandon this for the present, and put the men to drive on the west breast on Pump Sump lode, where we are almost certain to meet with other pipes or shoots of ore, all in new ground. I have this day set the following bargains for the months:—The deep adit level, to drive east, by four men, upon the course of Walker's lode, for the month, at 7 $\frac{1}{2}$ tons per fathom, including trammeling out the stuff and paying all costs of materials; we have a good kindly lode here, near 4 ft. wide, and in driving about 4 fms. further east I expect to meet with Cross's lode at a junction, at which point I hope to make a discovery of ore. I have also set Walker's lode, to drive upon west of Walker's sump, by two men, for the month, at 7 $\frac{1}{2}$ tons per fathom, including trammeling the stuff and paying all costs of materials; by the appearance of this lode at present, it is quite likely to improve in size and character shortly. I have also set Gwilliam's lode, to drive upon east of the south cross-cut, by two men, for the month, at 8 $\frac{1}{2}$ per fathom, including trammeling the stuff and paying all costs of materials. I have also set the cross lode, to drive upon south-west of the deep adit level, by two men, for the month, at 6 $\frac{1}{2}$, 15 $\frac{1}{2}$ per fathom, including trammeling the stuff and paying all costs of materials, and by driving about 16 fms. upon this lode we shall intersect three other lodes; a very grand point, and near the spot I proposed to sink down a good permanent engine-shaft—186 fms. to the west of the present engine-shaft before the dip of all the pipes of ore ever yet discovered in the mine. I have also got the tram-road laid down on the middle adit level, and the tributaries have got out their ore stuff, which I consider will be about 2 tons. I have also set the cross lode, to drive north side of the middle adit level, by two men, to cut the Chimney Pipe lode, to communicate to the rise, for a mill and ventilation. I have also got the office rooms set right, and intend, on Monday next, to reside on the mine. We have now in the ore-bin from 9 to 10 tons of lead ore dressed up ready for sale.

PERSEVERANCE.—W. Rich, W. Hamblin, Dec. 30: The lode in the 50 west is improving as we extend, and carries good stones of tin. The stopes in the back of the 50 west are good, and ground easy. The sinking of the engine-shaft is being urged on with a full force of men, but the ground is hard at present, and the progress, therefore, slow.

PHENIX.—Wm. Hosking, H. Harvey, Dec. 27: Setting Report: Secombe's Shaft: At the 212 we are driving west in the granite by the side of the lode, by six men; at this level, east of shaft, we are driving a cross-cut, by two men, in order to find the branches gone down south from the level above, which we have not seen at this level; further east we have three stopes—No. 1, by four men, worth for tin 16 $\frac{1}{2}$ per fm.; No. 2, by six men, lode 9 ft. wide, worth 35 $\frac{1}{2}$ per fm.; No. 3, by six men, lode 10 ft. wide, worth 40 $\frac{1}{2}$ per fm. In the 200 fm. level, east of shaft, we have two men driving by the side of the lode; in the bottom of this level we have one stope worked by six men, lode worth for tin 20 $\frac{1}{2}$ per fm.; we have also three stopes in the back of this level—No. 1, 6 ft. wide, worth for tin 25 $\frac{1}{2}$ per fm., worked by four men; No. 2, by four men, worth for tin 28 $\frac{1}{2}$ per fm.; No. 3, by four men, lode 10 ft. wide, worked by six men, worth for tin 25 $\frac{1}{2}$; No. 2, by two men, lode 9 ft. wide, worth about 12 $\frac{1}{2}$ per fm. In this part of the mine we have five tribute pitches working by 16 men, at an average tribute for tin of 9 $\frac{1}{2}$ in. 17.—Old Sump Shaft: In the 140, west of shaft, we have one stope worked by four men, lode 8 ft. wide, worth for tin 12 $\frac{1}{2}$ per fm. At the 110, west of shaft, we are driving and cutting out lode by six men; lode 12 ft. wide, worth for tin 50 $\frac{1}{2}$ per fm.; one stope in the back of this level, worked by four men; lode 9 ft. wide, worth for tin 30 $\frac{1}{2}$ per fm. In the 100 fm. level we are driving and stopping by six men; lode 9 ft. wide, worth for tin about 45 $\frac{1}{2}$ per fm. In back of this level we have two stopes—No. 1, by three men, lode 6 ft. wide, worth for tin 25 $\frac{1}{2}$ per fm.; No. 2, by six men, lode 10 ft. wide, worth 50 $\frac{1}{2}$ per fm. In the 80 we are driving and cutting out lode, west of shaft, worked by four men; lode 9 ft. wide, worth 30 $\frac{1}{2}$ per fm. At this level we have two stopes in back—No. 1, 6 ft. wide, worth for tin 28 $\frac{1}{2}$ per fm.; No. 2, worth for tin 25 $\frac{1}{2}$ per fm. In the 50 fm. level we have two stopes—No. 1, worked by four men, turning out some good saving work for tin, but have not yet proved its size or value; No. 2, by four men, lode 5 ft. wide, worth for tin 18 $\frac{1}{2}$ per fm. In the 40 fm. level we are cross-cutting the lode by two men, the gossan part of the lode producing a little tin, but not sufficient to value; in this part of the mine we have 20 pitches, varying from 8s. to 10s. in 1 $\frac{1}{2}$ ft. and from 6s. 8d. to 12s. in 1 $\frac{1}{2}$ ft. for copper.

PHENIX (Silver-Lead).—Richard Pryor, Edward Adams, Dec. 31: Setting Report: On Friday last we set the following bargains:—The engine-shaft to sink below the 60, by nine men, at 32 $\frac{1}{2}$ per fathom; the lode continues very large, with a most promising appearance, and produces 15 cwt. of lead per fathom. The 60 to drive south of shaft, by four men, at 6 $\frac{1}{2}$ per fathom; the lode is 2 ft. wide, very kindly in character, and produces 6 cwt. of lead per fathom. The stopes in back of this level, by four men, at 3 $\frac{1}{2}$, 10 $\frac{1}{2}$ per fathom; the lode is 1 $\frac{1}{2}$ ft. wide, and produces 8 cwt. of lead per fathom. This level to drive north of shaft, by four men, at 7 $\frac{1}{2}$ per fathom; the lode is 4 ft. wide, and produces 3 cwt. of lead per fathom.

The winze in bottom of the 50, south of shaft, by six men, at 7 $\frac{1}{2}$ per fathom; the lode is 1 ft. wide, and produces 5 cwt. of lead per fathom; this winze will soon be communicated with the level below (the 60), when some good tribute ground will be rendered available, as well as improved ventilation afforded to the bottom part of the mine, which will very much facilitate the progress of development. The whole of our machinery is in good condition, and working well. Our pay and setting passed off well.

PLYNN LIMMON.—John Garland, Dec. 31: There being no improvement in any of our levels there is not any change to report since my last. The men not having finished winze-plat I cannot as yet estimate the value of the lode in the winze to be sunk below the 12, and in advance of the 24. Our stopes continue to yield from 15 cwt. to 1 ton of lead ore per fathom. Drawing and dressing are progressing as usual. Our castings are now coming in from the foundry, and I hope to commence drawing from the new shaft in about a week.

PRINCE OF WALES.—J. Gifford, F. Phillips, Dec. 29: In the 90 east the lode is 2 $\frac{1}{2}$ ft. wide, worth 18 $\frac{1}{2}$ per fathom for tin, and promising further improvement. In the 90 west we are driving by the side of the lode. In the 65 east the lode is 2 ft. wide, worth 12 $\frac{1}{2}$ per fathom for tin and copper. No other change to notice.

RESTRONGEUF TIN STREAM.—Dec. 31: The ground in the deep level continues about the same, driving at 6 $\frac{1}{2}$ fm. per fathom. In the No. 1 level, driving north in the tin ground, the gravel is about 6 in. thick, of low quality. No. 2 level driving north is without change; the gravel is 1 ft. thick, of good quality. The cross level north from first air level, 4 fms. east from No. 1, the gravel is 20 in. thick, of fair quality. We have taken the men from driving south from first air level, 6 fms. west from No. 1, and set them to drive a cross level north from No. 1 air level, 5 fms. west from No. 1; the gravel is 2 ft. 6 in. thick, of fair quality. In the cross level south from No. 1 air level, 7 fms. east from No. 2, the gravel is 15 in. thick, of fair quality. The air level south from No. 1 pass continues about the same as last week; the gravel is 18 in. thick, of fair quality. The level east from No. 1 pass is not clear of the old workings. In the stripping ground east from No. 1, in first and No. 1 air levels, the gravel is about 18 in. thick, of fair quality. In the stripping ground east from No. 2, in the No. 1 air level, the gravel is 10 in. thick, of good quality.

RHEIDOL.—J. Ridge, Dec. 27: Alltdu: The lode in the 10 east is 5 feet wide, yielding saving work for lead and blonde. In the 10 west the lode is 4 feet wide, yielding a little lead and blonde, but not looking so well as when last reported on; the end which is letting out a good deal of water affords a likely appearance of improving.—Rhurygas: The lode in deep adit level is without any change to notice since I wrote on Saturday.

ROMAN GRAVELS.—Arthur Waters, Dec. 31: The 65, south of No. 2 winze, south of Corfield's shaft, is going forward into a wide, strong lode, and is worth quite 6 tons of lead ore per fathom. We are not yet south far enough by 20 fathoms to be under the heart of the great south run of ore, as seen in the 50, and I am speaking with reference to dip of ore south. However, I believe we have a fine mine before us here, and hope soon to cut down the water, and be able to sink Stokes's winze in time of coming up of said 65 level. The course of ore in middle level (73) at Corfield's, looks well for depth. The 80, south of engine-shaft, is in a good course of ore, and we think is now up to the junction of the counter-lode. The 95 south is now up to the point where the Roman lode makes a bend of the 25, west of south. South of this bend the 80 and 85 only commence to yield ore in paying quantities, so that so far the 95 has been the best level in the mine. Surface work going on as fast as the bad weather permits. Christmas has delayed the delivery of the ore. Full report with setting list next week.

ROOKHOPE VALLEY.—Dec. 27: No. 1 Mine: We are working three stopes in the back of the 15 east at present, which are yielding lead ore as follows:—No. 1 stope, 10 cwt.; No. 2 stope, 21 cwt.; No. 3 stope, 18 cwt. of lead per cubic fathom respectively. I could not expect much ore in No. 1 stope at this point, as we are in a thin shaft bed, and as we have had two rises put up, one at each end of the said stope, there is no ore to be seen above the said shale bed. In the 25 east we have two men putting in timber at the bottom of the winze previously sunk from the 15, preparatory to opening out and proving the lode to its full width. There is good ore standing on each side of the winze. We have also four men putting up a rise in the back of the 25, to prove the sections of strata between these two levels. In the 42 east there is a strong masterly lode, interspersed with lead ore throughout; now being driven by four men, at 80 $\frac{1}{2}$ per fathom. In the 42 west we have commenced rising, and intend to carry the rise the full width of the lode, so that when a communication is effected there will be no more expense to prove this point. In the back of the adit level I would recommend two or three rises being put up where there are other lodes intersecting the Great Red lode, as there are good sections of strata for producing lead ore above this level, and a sufficient of room to store a large quantity of ore-stuff ready for the new dressing machinery when it goes to work.—No. 3 Mine: The shaft is cleared to the bottom, and I find a level driven about 30 fms. east, commenced at the bottom of the scar limestone stratum. I would recommend putting up a rise 2 fms. from the present end, where there is a lode crossing the main lode, and although mixed with shale, yet there are some large stones of ore at this point, and as there are some productive sections of strata between this level and the 25, there is every probability of cutting something good between these two points. We have ample water power for all purposes, so that this can be done with very little expense.

ROSEWALL HILL AND RANSOM UNITED.—W. Buglehole, J. White, Jan. 1: We have no change to notice in these mines for the past week.

ROSEWARNE UNITED.—E. Hosking, W. Bennetts, Dec. 24: We have completed the fixing of the plunger-lift to the 58, and are now making the necessary preparations to drop below. We have a pare of men clearing this level, and hope to see something of the lode in course of a few days.

ROSEWARNE UNITED.—E. Hosking, W. Bennetts, Jan. 1: We are making fair progress in forking below the 55, and hope to see the 70 next week. We have set the 20 to drive east of Wellington's shaft, at 30 $\frac{1}{2}$ per fathom; the lode in the end is 15 in. wide, producing saving work for tin. We have a pare of men clearing this shaft below the 20; as soon as it is complete to the 34 we expect to set more ground on tribute.

SOUTH CARN BREA.—W. Rich, J. Knotwell, Dec. 30: The lode in the engine-shaft, sinking below the 150, is 3 $\frac{1}{2}$ ft. wide, composed of friable quartz, and spots of copper ore. The lode in the 150 end east is worth 80 $\frac{1}{2}$ per fathom for tin. The rise in the back of this level, a few fathoms behind the end, is worth 10 $\frac{1$

North Treleigh Wood, 1 to 1½; Pennerley, 2½ to 3%; Providence, 7 to 8; Roman Gravels, 17 to 17½; Rookhope Valley, 1 to 1½; South Carn Brea, 3½ to 3%; South Conduor, 4½ to 5; South Frances, 13 to 14; South Roman Gravels, 3½ to 1; Tankerville, 9½ to 4; Tincroft, 39½ to 40½; Van, 32½ to 37½; Van Consols, 3½ to 4; West Basset, 8 to 9; West Chiverton, 5 to 5½; West Frances, 13 to 14; West Seton, 34 to 36; West Tankerville, 2½ to 2½; Wheal Kitty (St. Agnes), 9½ to 10½; Wheal Pevor, 1½ to 2; Wheal Seton, 17½ to 20; Wheal Uny, 2½ to 2½; Alamillos, 1½ to 2½; Almada and Tirito, 5½ to 7½; Chontales, 5½ to 7½; Colorado Terrible, 4½ to 4½; Cape Copper, 27 to 29 cwt. div.; Don Pedro, 3½ dis. to par; Emma, 3½ to 3½; Eberhardt and Aurora, 4 to 4½; Fortuna, 5½ to 6, ex div.; Frontine and Bolivia, ½ to ½; Flagstaff, 3½ to 4; Last Chance, 1½ to 2½; New Quebrada, 3½ to 4½; Panucillo, 2 to 2½; Pestarena, ½ to ½; Port Phillip, 3½ to 4½ dis.; Russia Copper, 3 to 3½; Richmond, 6½ to 6½; St. John del Rey, 17½ to 18½; Sweetland Creek, 5½ to 5½; Teocoma, 1½ to 1½; United Mexican, 1½ to 2; Vancouver Coal, 2½ to 2½ prem.

At Redruth Ticketing, on Thursday, 1363 tons of copper ore were sold, realising 5226. 8s. The particulars of the sale were—Average standard, 96. 16s.; average produce, 6½; average price per ton, 37. 13s. 6d.; quantity of fine copper, 92 tons 14 cwt. The following are the particulars of the sales:

Date.	Tons.	Standard.	Produce.	Per ton.	Per unit.	Ore copper.
Dec. 4...	1557	£ 95 0 0	8	£ 44 18 0	12s. 3d.	£ 601 5 0
18...	1867	97 18 0	7½	4 7 0	12 0	60 0 0
Jan. 1...	1363	96 16 0	6½	3 13 6	11 3½	56 4 0

Compared with the last sale, the decline has been in the standard 2½, and in the price per ton of ore about 2s. 9d.

The following dividends were declared during December:—

Mine.	Per share.	Amount.
Van	£ 0 15 0	£ 7,500 0 0
Roman Gravels	0 8 6	5,100 0 0
Richmond	0 10 0	27,000 0 0
Cape Copper	1 0 0	20,000 0 0
Pontgibau	1 3 0	11,500 0 0
Sierra Buttes	0 2 0	11,250 0 0
Fortuna	0 5 0	6,250 0 0
Sweetland Creek	0 5 0	3,750 0 0
Linares	0 2 6	1,875 0 0
Total		£94,225 0 0

The ELGAR SILVER-LEAD MINING COMPANY, with a capital of 20,000*l.*, in shares of 1*l.* each, has been formed to purchase, for 12,000*l.* (of which 2000*l.* is payable in cash by instalments, and the remainder in fully-paid shares), the mine of the same name in Cardiganshire. The lode appears, it is mentioned, to be identical with that worked in the celebrated Hafon and Henfwrch and Mynydd-Gorddu Mines, the lode in the latter being 3½ yards wide, and solid lead. Captain A. Francis of Goginan; Capt. Williams, of Boscastle Downs; Capt. John Paul, of Owain Brywno and Tyllwyd; Capt. H. Boundy, of Goginan; Captain Harvey, of West Esgrif Lle, and others, have inspected the property, and report favourably upon its prospects. The prospects will be found in another column.

Messrs. Grant Brothers and Co. announce that the half-year's interest on the Six per Cent. First Mortgage Bonds of the Northern Extension Railway Company, with guarantees of interest by the Northern Railway Company of Canada, is now receivable at their banking house. The coupon for the half-year's interest, due Jan. 1, on the City of Quebec Six per Cent. Sterling Consolidated Loans—3 per cent., less income tax, is now receivable at the banking house of Messrs. Grant Brothers and Co. Messrs. Grant Brothers and Co. notify that the half-year's interest, due Jan. 1, on the Seven per Cent. First Mortgage Sinking Fund Gold Bonds of 100*l.* sterling each, or 550*l.* of the Paris and Decatur Railroad Company, is now receivable at their banking house, at the fixed exchange of 4*s.* 2d. per dollar, equal to 3*s.* 12*d.* per cent., less income tax. The Eight per Cent. Western Extension Certificates of the Atlantic and Great Western Railroad Company are 1 to 1½ prem.; First Mortgage Bonds of the New York, Boston, and Montreal Railway Company, 7½ to 7¾; Atlantic and Great Western Railroad Leased Lines Rental Trust Bonds, 8½ to 8¾; and the new issue, 80 to 81; Atlantic and Great Western Third Mortgage, 27½ to 28½; preference stock, 9 to 11; and the common stock, 6 to 8; United States Rolling Stock, 20½ to 21.

PEOPLE'S COAL AND COLLIERY COMPANY.—The directors having agreed for the purchase of the Newhill Main Sillstone Colliery, in Yorkshire, are inviting applications for additional shares, to enable them to complete the purchase and obtain possession. The colliery is described as being now in full work, and putting out 100 to 150 tons per day of coal of the first character, and the plant and machinery will enable the company very shortly to increase the output to 3,000 tons daily. The company undertake to supply the shareholders with coal at cost price. It is explained that applicants for shares pay 5*s.* deposit for each share, and on the shares being allotted to them they pay another 5*s.* on allotment, or they can pay up in full if preferred, receiving 10 per cent. per annum interest on their payments in advance. They then, and so long as they continue shareholders, are entitled to receive at shareholders' price 1 ton of coal per annum for each share taken. With the money thus contributed collieries are purchased, and the shareholders become coalowners. A single share may be taken, thus enabling everyone to co-operate. Shareholders receive annually delivery orders at shareholder's price for their coal. These orders they may use for their own supply, or they may be given to other persons, thus enabling the benevolent to assist those who may be unable to become shareholders. Those shareholders who do not use the delivery orders will be entitled (before profits are divided) to a preferential dividend of 10 per cent. per annum on all shares on which coal has not been supplied.

SALE OF COLLIERY PROPERTY IN DEAN FOREST.—One of the most important sales of colliery property which has ever taken place in Dean Forest was completed at Newnham, on Thursday—that of the Belsen and Crimp Meadow Works, which have been in the family of Messrs. Gold, the vendors, during a period of 25 years. The purchaser is Mr. M'Lean, of London, under whose proprietorship the collieries are now working. We understand that the purchase money is £30,000.

Registration of New Companies.

The following joint-stock companies have been duly registered:—

ALLTAMI COLLIERY COMPANY (Limited).—Capital 15,000*l.*, in 5*l.* shares. Coal mining in the county of Kent is intended here. The subscribers (who take one share each) are—John Pryor, Mold; J. T. Gamble, Aldridge-road Villas, Bayswater; J. S. Eastes, 15, Merrick-square, Southwark; J. G. K. Burton, Wood-lane Villas, Lee; Richard Duke, Bromley-road, Lee; J. S. Vickers, St. Mary-at-Hill; and J. Wood, Cumberland-street, Hackney.

L'ETOILE FRANCAISE (Limited).—Capital 200,000*l.*, in 4*l.* shares. To carry on the business of an assurance company in all its branches. The subscribers to this company for the most part reside in Paris.

LIVERPOOL, CARNARVON, AND MENAI STRAITS STEAM-SHIP COMPANY (Limited).—Capital 30,000*l.*, in 10*s.* shares. To carry on the business of a steam-ship company. The subscribers are—David Richards, Liverpool, 30; B. Gilson, Cress-street, Liverpool, 25; John Roberts, Liverpool, 50; W. S. Caine, Liverpool, 50; W. Grossfield, jun., Temple-court, Liverpool, 20; Thos. Williams, Liverpool, 10; and H. Rogers, Liverpool, 10.

STAR INVESTMENT COMPANY (Limited).—Capital 20,000*l.*, in 5*l.* shares. To carry on business as loan and investment society.

E. NAZARIENICH AND COMPANY (Limited).—Capital 50,000*l.*, in 250*s.* shares. To take over a wine and spirit business in London and Dublin. The subscribers (who take two shares each) are—E. F. Everett, 24, Bucklersbury; John Murray, 6, Stanhope-street; C. R. K. Hubbuck, Leinster-square; L. W. Fisher, Upper Norwood; E. Nazarienich, Llwryne, Poutney-lane; E. P. Froom, Llancaister-street; and F. G. Knight, Old Swan Wharf.

MOSTON COLLIERY COMPANY (Limited).—Capital 60,000*l.*, in 50*s.* shares. Coal mining at Moston, Lancashire, is intended here. The subscribers (who take one share each) are—S. R. Platt, Oldham; W. Richardson, Oldham; F. W. Palmer, Oldham; Eli Spencer, Oldham; John Whitehead, Elton, near Bury; Henry Newall, Manchester; and W. Summers, Manchester.

BROAD OAK COLLIERIES (Limited).—Capital 40,000*l.*, in 10*s.* shares. Formed to acquire and work coal property at Ashton-under-Lyne. The subscribers (who take one share each) are—D. Norris, 90, Cannon-street; F. T. Bennett, 1, New Broad-street; J. A. Mays, 221, Gresham House; G. R. Hearn, Penge; E. V. Pike, 221, Gresham House; R. B. Lowndes, 4, Adam's-court.

QUEEN'S SILVER-LEAD MINING COMPANY (Limited).—Capital 10,000*l.*, in 5*l.* shares. For lead mining near Holywell, Common, in the county of Flint. The subscribers (who take ten shares each) are—H. Austin, 37a, King-street, Oldham; R. Taylor, Manchester; W. Geddes, Oldham; J. H. L. Oldham; B. Fielding, Oldham; W. Pickles, Oldham; and J. Frith, Oldham.

REGISTERING OMNIBUS COMPANY (Limited).—Capital 100,000*l.*, in 5*s.* shares. To acquire patents in connection with omnibuses, and the apparatus used in them. The subscribers (who take one share each) are—Sills John Gibbons, 17, Southwark-street; H. Dixon, 10, Peck-hill Avenue, Sydenham; C. H. Coghill, 13, Gloucester terrace, Campden-hill; R. E. Jones, 14, Billiter street; A. Dodson, 22, Chalk Farm-road; J. D. Mucklow, The Grove, Sydenham; and F. C. Hudson, 2, Herbert-crescent, Notting Hill.

ORRELL COLLIERY AND FIRE-BRICK COMPANY (Limited).—Capital 50,000*l.*, in 10*s.* shares. To carry on business as colliery owners, &c. The subscribers are—W. Morgan, 33, South John-street, 30; W. P. Rowe, Liverpool, 20; W. G. Gaudin, Liverpool, 10; J. C. Hassall, Liverpool, 50; G. H. Samuel, Liverpool, 20; H. Wilkinson, Liverpool, 20; and J. Shannon, Liverpool, 20.

SEVERN AND CANAL CARRYING, SHIPPING, AND STEAM TOWING COMPANY (Limited).—Capital 80,000*l.*, in 50*s.* shares. To carry on business as general and common carriers. The subscribers (who take one share each) are—B. Janks, Stourport; J. C. Sanders, Bristol; J. Fellows, West Bromwich; W. J. Anders, Bristol; Eliza Fellows, Sedgley; Jane Fellows, Smethwick; and J. W. Janks, Stourport.

STEAM NAVIGATION COMPANY, NORD (Limited).—Capital 125,000*l.*, in 25*s.* shares. To carry on business as shipowners, &c. The subscribers (who take 50 shares each) are—A. Eurnportho, 1, Kensington Park-gardens; A. A. Ralli, 9, Gracechurch-street; D. Schilizzi, 9, Fenchurch-street; A. G. Caridina, Finsbury-circus; F. Mendl, 39, Gloucester-gardens; H. A. Clarkson, Billiter-street; and H. Benham, Billiter-street.

THURMASTON TERRA METALLIC BRICK AND TILE COMPANY (Limited).—Capital 15,000*l.*, in 25*s.* shares.

UNIVERSITY COLLEGE OF W.

CANDIDATES for the PROFESSORSHIP of NATURAL SCIENCE are invited to SEND IN APPLICATIONS to the Honorary Secretary, 8, Queen Victoria-street, London, E.C., not later than 12th January. Salary, £250 a year.

TO SINKERS AND CONTRACTORS.

THE BATH COLLIERY COMPANY (LIMITED) invite TENDERS FOR SINKING A SHAFT, about 80 fathoms in depth, at this colliery.

Specifications and every information may be obtained on application to Mr. D. M. STEWART, Bath Colliery Company (Limited), Twerton, near Bath.

TO MINING ENGINEERS.

THE BUTTERLEY COMPANY invite APPLICATIONS from Gentlemen qualified under the 'Mines' Regulation Bill of 1872, as ASSISTANT MINING ENGINEER or ASSISTANT COLLIERY MANAGER.

Applications to be addressed to THE BUTTERLEY COMPANY, Butterley Iron-works, Alfreton.

WANTED, by a Mining Company, for immediate occupation, a SMALL FURNISHED OFFICE in the CITY. Rent must be very moderate.—Apply to Mr. STEVENS, 8, Finch-lane, City, E.C.

WANTED, a THOROUGH PRACTICAL MINER, who understands WORKING MINERAL DEPOSITS, to TAKE CHARGE of an ESTABLISHMENT in the WEST INDIES. Address, "A. P. C. Co.", 3, Bond street, Manchester.

WANTED, for an Island in the West Indies, a MECHANICAL ENGINEER. Must be a thorough COMPETENT MAN. For terms, &c., apply to T. M. MACKAY, No. 1, Leadenhall-street, E.C.

WANTED, a SECOND-HAND CORNISH PUMPING-ENGINE, from 80 to 90*h.p.* cylinder.

Anyone having such to dispose of is requested to send full particulars to HENRY DENNIS, Hafod-y-bwch, Ruabon, North Wales, stating number of years the engine has been in use.

ORE CRUSHER, PORTABLE STEAM ENGINE, &c.

REQUIRED.—A BLAKE'S, or other approved ORE CRUSHER. A 10 or 12 horse power PORTABLE STEAM ENGINE, of the best and most economical construction, suitable for wood as fuel. Also a CRUSHING MILL, 24 in. diameter rollers, and 8 to 10 in. crushing surface.

Address to Mr. N. E. STEVENS, Secretary Santander Zinc Mining Company (Limited), 35, Corn-street, Bristol.

REQUiRED.—AN EXPERIENCED and ACCURATE UNDERGROUND DIALLER and LAND SURVEYOR, who is also a very good DRAUGHTSMAN.—Address, Mr. EDDY, Skipton.

TO IRON MERCHANTS, COMPANIES, AND ALL CONCERNED.

VALUABLE AND EXTENSIVE DEPOSITS OF IRONSTONE, of Northamptonshire quality, on OWNER'S ESTATE, LEICESTER-SHIRE. Leases and royalties granted.

For terms, &c., apply to "Owner," Sunnyhill, Parkstone, near Poole, Dorset.

A YOUNG MAN, accustomed to PRACTICAL MINING, is desirous of obtaining a SITUATION, either at home or abroad. Can keep the books, make plans, and attend to underground work. Has also a good knowledge of Geology and Mineralogy, and is a tolerable chemist. Good references. Salary not so much an object as improvement.

Address, "C. A. M.", 37, Spring-gardens, Whitehall, London.

TO MINING AGENTS AND OTHERS.

ADDRESSED WRAPPERS, always in stock, comprising the NAMES and ADDRESSES of upwards of 300,000 individuals interested in JOINT-STOCK COMPANIES.

For terms address WALTER S. STRAKER, Lombard Exchange, E.C.

TO CAPITALISTS, AND OTHERS.

THE ADVERTISER, who has duly registered a Company for a valuable Lead Mining Property in Wales, REQUIRES THE IMMEDIATE CO-OPERATION of a PARTY who will advance £500 (payable by monthly instalments), for which a large interest in the company would be given, and money on account within six months.

Address, "Alpha," Mr. BURNS, 115, London Wall, London, City.

TO LET.—The Advertiser has recently discovered on his own property in SOUTH WALES, a LEAD MINE, with very encouraging prospects for LEAD ORE.

Apply, "G. P. W.," Post Office, Gloucester.

OLD WIRE ROPES WANTED, IN SMALL OR LARGE QUANTITIES. Lowest price to—

DONALD, ATKEY, AND CO., 33, Cornhill, London.

THE VAN MINING COMPANY (LIMITED).

Notice is hereby given, that the Directors have DECLARED a QUARTERLY DIVIDEND OF FIFTEEN SHILLINGS PER SHARE (£11,250), PAYABLE on and after the 21st proximo.

The Transfer Books will be closed from the 17th to 22nd January, both days inclusive.

By order,

W. J. LAVINGTON, Secretary.

14a, Austinfriars, London, E.C., 31st December, 1873.

ROMAN GRAVELS MINING COMPANY (LIMITED).

Notice is hereby given, that the Directors have THIS DAY DECLARED a DIVIDEND for the last three months of £5100 (free of income tax), being EIGHT SHILLINGS AND SIXPENCE PER SHARE on the 12,000 shares of the company, PAYABLE on and after the

NOTICES TO CORRESPONDENTS.

Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt: it then forms an accumulating useful work of reference.

SANDWELL PARK COLLIERY.—The particulars of the meeting, &c., appeared in our Staffordshire Correspondent's letter last week.

COAL DISTRIBUTION.—“D. N.” (Lombard-street).—The quantity of coal carried by the several railways during 1872 will be given in Mr. B. Hunt's forthcoming volume, but the only source from which the exact importation into London can be ascertained would be the returns prepared by Mr. Scott, of the Coal Exchange, and based on the City dues paid. Mr. Hunt states that the total increase in the quantity of coal carried by railways and by canals in 1872, as compared with that distributed in 1871, as shown in the returns obtained, is 4,305,617 tons. There are some not very important lines carrying coal from which returns have not been received, and we have no returns of the quantities carried by carts or private railways or trams directly from the pit's mouth to the manufacturer or for the supply of towns. This, however, would not appear to have been largely increased over former years. The computation of the coal used in our metallurgies which is based upon information received directly from the smelters and ironmasters, shows that in that direction the increase in consumption has been very small.

NORTH LOVELL, AND TUOLUMNE.—If the “Shareholder” in the former will apply to the liquidator, Mr. Granville Sharp, 2, Gresham-buildings, Basinghall-street, London, any information he may require will be readily given.

Received.—“Eureka” — “W. D. W. R.” — “H. P.” — “M. P.” — “D. R.” — “Shareholder” — “The Truth” — “N. E. R.” — “25 Premium” — “L. B.”

In consequence of a pressure on our space, we are compelled to postpone, until next week, the publication of several letters and articles.

AMERICAN SUBSCRIBERS.—In reply to several enquiries, it may be stated that subscribers in the United States can be supplied with the *Mining Journal*, post free, at the price of \$8 gold per annum, payable in advance, by remitting to Mr. D. Van Nostrand, publisher, and importer of scientific books, &c., Murray-street, New York; or, direct to our Office, 26, Fleet-street, E.C.

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, JANUARY 3, 1874.

REPORT OF THE SCOTCH IRON TRADE OF 1873.

Jan. 1.—We are in the singular position of having to record a decrease in the production, consumption, exports, and stocks of pig-iron, amounting in the gross to no less than 590,000 tons, as given in the official report below. The greatest falling off is in the foreign shipments, and the quantity of pig-iron consumed in malleable works was less by a full fourth than during the previous year. The stocks in makers' hands are much the same as last year, but those in warehouses' stores have been diminished by more than a third. The make, which was stimulated by high prices, also fell off, partly owing to the truant disposition of the men and the restless state of the labour market, and partly owing to the scarcity of good iron-stone, and the high price our customers had to pay for the article at the port of destination. An estimate has been made of the cost of producing a ton of pig-iron in 1870 and in 1873; and, assuming as correct that 1½ ton of ore, 2½ tons coal, and ½ ton limestone were required to produce a ton of pig-iron in 1870, the cost was about 40s. 3d. per ton; whereas at this date the cost would amount to 49s. 6d., including wages, &c.

The following is the production, consumption, exports, and stocks of Scotch pig-iron from Dec. 25, 1872, to Dec. 25, 1873; published by authority of the committee of the Glasgow Association of Iron Merchants and Brokers:—

	1873.	1872.	1873.	Tons. Decrease
Production ... From returns from the makers	993,000	1,000,000	97,000	
Consumption ... In foundries	230,000	270,000		
In malleable works	143,000	200,000		
(Quantity of bar-iron made—1873, 189,312; 1872, 223,377)	373,000	470,000	97,000	
Exports ... Foreign	398,850	616,933		
Coastwise	214,061	221,695		
By rail to England, about	81,089	74,372		
	694,000	916,000	222,000	
Stocks ... In Connal's stores	34,513	106,919		
At makers' works from returns received from them	85,487	87,081		
	120,000	194,000	74,000	
Average price	117s. 3d.	101s. 10d.		
Average number of furnaces in blast	119	127		
Number of furnaces in blast on Dec. 25	122	115		
Number of furnaces existing and nearly ready	152	154		
Imports of English iron by rail and water. Tons	125,000	85,000		

The price of warrants for pig-iron, springing from 121s. in the beginning of January, advanced to 145s. by the end of February. This advance was said to be caused by restricted production, consequent upon the miners' strike and the prevailing expectation that the spring demand would overtax our powers of supply. During March prices rapidly declined to the opening figure of the year, it having become apparent that the extreme prices were curtailing our foreign demand, and interfering seriously with the malleable iron trade at home. Since then the fluctuations were frequent and considerable till November, when the lowest point (101s. 3d.) was reached. The average for the year is 117s. 3d., against 101s. 10d. in 1872, which is 58s. 3d. per ton above the average of the last 28 years. Special brands, however, such as Gartsherrie, Coltness, Calder, Langloan, Glengarnock, Summerlee, and Shotts, advanced from 147s. 6d. to 167s. 6d., declining (with alternate fluctuations) to 112s. 6d. last month. Although there has existed a steady demand, it is most notable that the quantity of pig-iron produced in Scotland is 97,000 tons less than in 1872. The home consumption, conjoined with the shipments and quantity sent per rail, amount to 1,067,000 tons, realising upwards of six millions and a half sterling; still, according to the returns, there is a decrease of 319,000 tons when compared with those of last year. The stock meantime has been further reduced, and is now 120,000 tons, the smallest since 1857.

The shipments show a decrease, our principal customers being

	Pig iron.	1872.	Malleable.
France, who has taken	Tons 33,322	against 45,422	1644
Germany, Austria, and Holland	217,810	300,529	3717
Belgium, Denmark, Sweden, & Norway	37,327	64,828	424
Russia	21,784	13,897	3489
Spain and Portugal	6,843	6,413	4110
Italy	15,070	15,118	788
United States	78,173	141,843	1121
British America	23,792	76,971	4901
E. Indies, China, Australia, S. America, &c.	15,551	5,117	5738

Our foundries and rolling mills are, on the whole, fairly employed at present, though some of them are becoming slack, and complain that new orders are not taking the place of the old ones, which are being worked off; the pipe foundries, however, have lately booked some large orders for waterworks, and further contracts are still in negotiation. Rails, bars, and plates rose from 107. 10s., 134., 13. 10s., to 13. 10s., 154., and 154. 10s. respectively.

The following is a list of the iron smelting works in Scotland, with the number of furnaces built, and those presently in blast and out of blast:—

	Out of blast.	In blast.	Out of blast.	In blast.	Built.
Gartsherrie	3	13	16	16	1644
Calder	2	6	8	8	424
Govan	1	3	5	5	4110
Langloan	2	6	8	8	3717
Carbroe	1	5	6	6	3489
Summerlee	1	7	8	8	1121
Monkland	2	7	9	9	4901
Coltness	—	12	12	12	5738
Shotts	—	4	4	4	1644
Castlehill (Shotts)	2	1	3	3	154. 10s.
Clyde	1	5	6	6	154.
Quarter	—	4	4	4	134.
Glengarnock	3	11	14	14	13. 10s.
Eglinton	2	6	8	8	107. 10s.
			Total	30	132

Shipbuilding continues prosperous, the amount of tonnage launched being greater than on any previous year, the contracts in hand, however, are considerably lighter than at this time last year. There were built in 1873 about 170 iron vessels of about 232,284 tons, against

195 of 226,630 tons in 1872, and 233 of 211,850 tons in 1871, and there are now building about 134 iron vessels of about 214,916 tons, against 131 of 268,400 tons in 1872, and 193 of 307,900 tons in 1871.

It is difficult for anyone, in the present still abnormal state of trade, to speak definitely as to the prospects for the coming year, which, apart from the relations of supply and demand, may be influenced by powerful elements that cannot be estimated, such as the money market, mercantile crisis, and political events. We beg, however, to point out that any considerable advance of prices can scarcely be expected, whilst the demand from Germany and America—our principal foreign consumers—remains as inactive as it has already been for months; on the other hand, the decrease of our stocks to only 120,000 tons (which on the first appearance of a demand would prove insufficient), should prevent a material fall, so long as the cost of production remains as high as above shown. Ore and coals may not improbably become cheaper, but a reduction of wages offers greater difficulties, whilst a revival of the German or American demand would become the signal for a rapid movement upwards. Since Oct. 1 last pig-iron has been admitted duty free into Germany; this certainly facilitates our exports, but it also shows how Germany, by the development of her own resources and industry, is becoming more and more independent of foreign supplies.

States declined in the first eleven months of this year to 17,988 tons, as compared with 29,829 tons in the corresponding period of 1872, and 38,936 tons in the corresponding period of 1871. The exports have increased this year to Russia, Germany, Holland, France, and Australia; but they have decreased to Spain, the United States, British America, and British India. The value of the hoops, sheets, and plates exported in November was 330,159L, as compared with 350,104L in November, 1872, and 225,736L in November, 1871; and in the eleven months ending Nov. 30 this year 3,489,099L, as compared with 3,130,658L in the corresponding period of 1872, and 2,173,304L in the corresponding period of 1871.

RAILS IN FRANCE.—The Southern of France Railway Company has concluded a contract for 7000 tons of rails delivered at Bordeaux. The price to be paid for these rails is 13L. 6s. per ton.

PERUVIAN NITRATE OF SODA.—It is said that the nitrate of soda trade has wonderfully increased within the last twenty-five years. In 1848 three vessels were sufficient to supply the demand, while now one hundred vessels are waiting for cargoes at the port of Iquique. A railway now connects the port with the salt-petroleum districts of the interior, and through its entire length is surrounded by manufacturers. Thirty-one establishments, supplied with excellent machinery, are now in operation, capable of producing 1250 tons per diem. Twenty additional establishments are being constructed, so that in a short time it is estimated the production will amount to 19,000 tons a day, or to no less than 5,750,000 tons a year.

REPORT FROM CORNWALL.

Jan. 1.—From nearly every part of the country the last day of the old year brought the welcome news of a drop in the price of coal—the very best news, next to that of a rise in the tin standard, that could greet the eyes and ears of our Cornish miners. Indeed, there are some mines in regard to which the drop in coals may be, for the time at least, the more important of the two. Stocks of tin are still low, and the expectation of a recovery in that article continues unabated. With coal down and tin up the new year would give that stimulus to general mining enterprise which it so much needs, and which the “croakers,” whom we have always with us, do so much to delay and avert.

There is a very general impression that the statements made with regard to the yield of Australian tin must be taken *cum grano*. It is quite as natural and quite as likely for an Australian to be over sanguine as to the mineral wealth of his native or adopted country as for a Cornishman concerning Cornwall, and we have quite enough faith in the Old Country left to say that when our friends in Australia find that the yield from their stream works is falling off, and begin to work the lodes, that the balance against us will be redressed.

The Cornish Consolidated Iron Mines Corporation and the Cornwall Minerals Railway Company have just issued an important circular, which states that the railways will be opened early next year, and that the Corporation will then be in a position to deliver at Fowey and Par and at Newquay 1000 tons of iron ore a day. At the land-locked and always accessible harbour of Fowey shipping jetties are being fitted with hydraulic machinery. The inferior quality of the Cornish ore hitherto sent into the market has arisen from the fact that the iron mines have never been worked in depth. The Cornish Consolidated Mines Corporation have now worked the “deep” of these hitherto “surface-worked lodes,” and have found iron ore of remarkable quality, and in such dense masses that, large as their immediate output will be, they expect to very materially increase upon it for the year 1875. The ores consist of brown hematite, averaging 50 per cent. metallic iron; blue sphæphose and pure white sphæphose, averaging when calcined about 60 per cent. metallic iron. The ores are very regular in character, and many thousands of tons are already at grass on the mines, which all interested are invited to visit.

It has been announced that a series of experiments with the most recent compound of nitroglycerine—lithofracteur—on an extensive scale will shortly be conducted in Cornwall. There is no question that for many blasting purposes the various forms of nitroglycerine are better adapted than gunpowder. Where the rock is required to be shattered, and as much debris created as possible, there nitroglycerine unquestionably produces greater results than powder with a smaller expenditure of time and money—both matters of special importance in the present condition of mining. Nitroglycerine itself, however, is excessively dangerous, and its chief compound—dynamite—has been the cause of many accidents. It is claimed for lithofracteur that it possesses all the advantages of that substance, without any of its drawbacks.

As 1873 is now numbered with the past we may complete our glance at its mining conditions and results, which we commenced last week, by taking a rapid survey of the circumstances of the chief mineral districts, and by presenting our readers with a tabular statement of dividends and calls, which, we believe, will be found closely approximating, if not in every case identical with, the exact figures. The year having only just concluded there has not, it is some instances, been that time for full enquiry that could be desired.

The year 1873 has not been a good one for mining in the St. Just and St. Ives districts. For one thing there has been a remarkable scarcity of labour, especially on tribute, in consequence of the extent to which emigration has been carried on. Now the tide has turned, and the men are flocking back by hundreds. Most of the leading mines in this district are deep and expensive, which has made the exceptionally high prices of coal and materials tell heavily against them. At the same time they are wonderfully productive so that when the change comes it is generally to some purpose. Botallack, known almost all over the world for being worked half-a-mile and more under the Atlantic, has made calls instead of paying dividends. It is, however, in the right hands. The proprietor is small, but wealthy, and know what mining is too well to be alarmed by what they feel are merely temporary depressions. The Providence, another far-famed Western mine, which had paid dividends every quarter for twenty-two years, had to open the year by breaking through the rule. On an outlay of only 10L. 6s. 7d. per share 101L. 12s. 6d. had been declared in ninety-three quarterly dividends. Things are looking better now, and it is hoped the dividends will shortly be resumed. A healthier aspect generally is said to attach to the mines around St. Ives.

It is hardly needful to remark that the chief centre of mining activity has been the districts of Camborne, Illogan, and Redruth, with which we might include St. Agnes, where Wheal Kitty has pursued its steady dividend-declaring course. Nearly all the dividends declared in Cornwall for the year 1873 have come from the neighbourhood.

The Helston district has been active, but not fortunate. Great Wheal Vor has suspended dividends for the time, Great Work has stopped, and Trumpet Consols and East Wheal Lovell have passed from the Dividend List, after yielding very handsome profits. Her as in most other cases however, this effect is almost entirely traceable to the accidental circumstances of the year, and no one doubts that things will take a turn when those who have taken advantage of the depression will be handsomely rewarded for their spirit.

The efforts made to resuscitate mining in the once prosperous Gwennap district, where the Clifford Amalgamated and other mines returned profits computable by millions, have not been successful. As we have shown, the non-success here is chiefly

rom the beginning of January until March, and what with the high prices of fuel and high wages ironmaking was quite unremunerative throughout. The strike just alluded to was most disastrous in its effects, and such as have not yet disappeared from the trade. Some idea of the losses which makers incurred through it was gleaned from the report of the Nant-y-Glo and Blaina Company a short time ago. It is expected that in the new year there will be a good continental trade in rails and other iron, and that there will be some improvement in American business, but not much. As to the Tin-Plate Trade, there is little further to add, but the prospects for the new year are better.

Steam and house coals are in active demand, and for the first quarter of the year there is little doubt but that there will be an extensive trade, and colliery proprietors appear pretty sanguine of being able to maintain prices. There is a belief entertained, however, that quotations must give way next spring. Of course, during the last week there has been a large falling off in the out-put, owing to the Christmas holidays, but this was to be expected, and business will, in all probability, be as brisk as ever in the course of a few days.

THE COAL TRADE—ANNUAL REVIEW.

Mr. J. R. Scott, the Registrar of the London Coal Market, has published the following statistics of imports and exports of coal into and from the port and district of London, by sea, railway, and canal, during the year 1873:

IMPORTS.

	By sea.	By Railway and Canal.
Ships.	Tons.	Tons.
Newcastle	2,205	1,439,820
Seaham	211	93,130
Sunderland	992	627,958
Middlesborough	44	15,671
Hartlepool	659	238,348
Blyth	9	5,268
Scotish	305	69,480
Welsh	62	15,857
Yorkshire	661	122,540
Duff	4	1,250
Small coal & cinders	204	32,262
Culm	3	1,086
Total.	5,359	2,665,680
Imports during the year 1872.	4,951	2,548,918
Exports.		1872.

Export List, showing the distribution of coal imported into the port or district of London, by sea, rail, and canal, and afterwards exported coastwise or to foreign parts, or sent beyond limits of London district, by rail or inland navigation, during the year 1873—

Railway-borne coal passing "in transitu" through district.	Tons
Sea-borne coal exported to British possessions, or to foreign parts, or to the coast.	779,932
Ditto, sent beyond limits by railway	486,050
Ditto, by canal and inland navigation	105,056
Railway-borne coal exported to British possessions, or to foreign parts, or the coast	23,736 = 614,852
Ditto, by rail beyond district	308,634
Ditto, by canal and inland navigation	727
Total quantity of coal conveyed beyond limits of coal duty district during the year 1873	1,720,343
Ditto, during the year 1872	1,655,733

Comparative Statement, 1872 and 1873.

By Sea.	By Railway.
Ships.	Tons.
Jan. 1 to Dec. 31, 1873	5,359
Jan. 1 to Dec. 31, 1872	4,951
Imports during the year 1872.	2,548,918
Exports.	1872.

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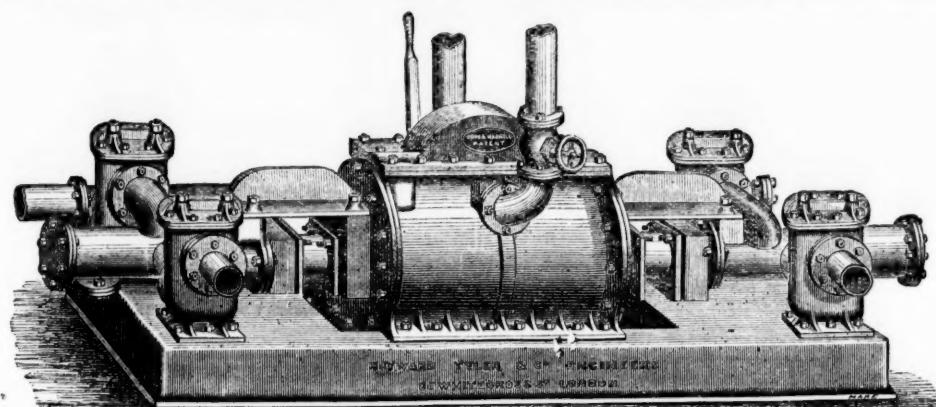
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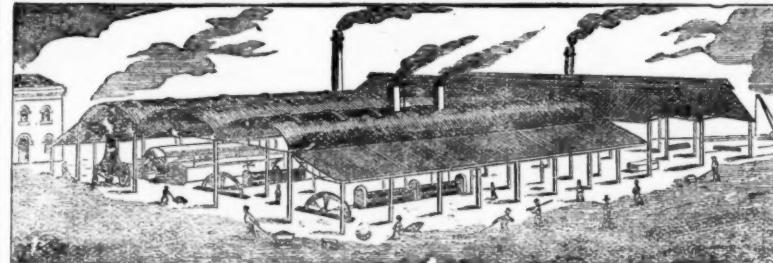
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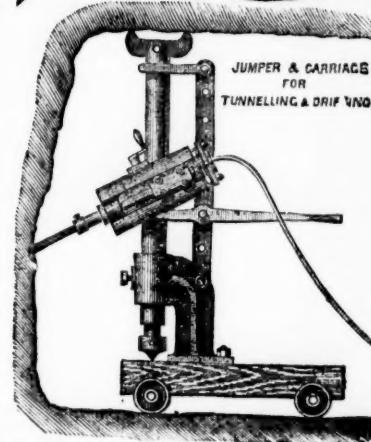
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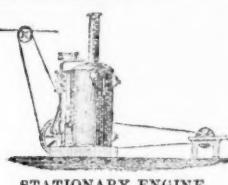
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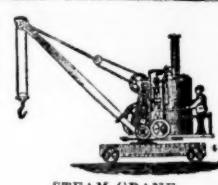


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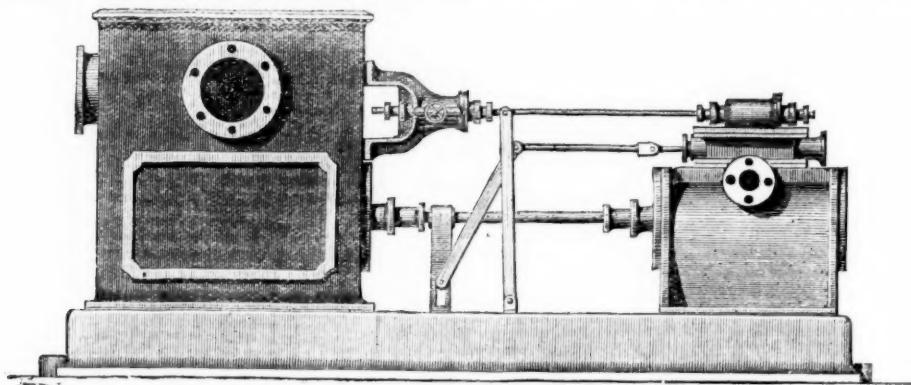
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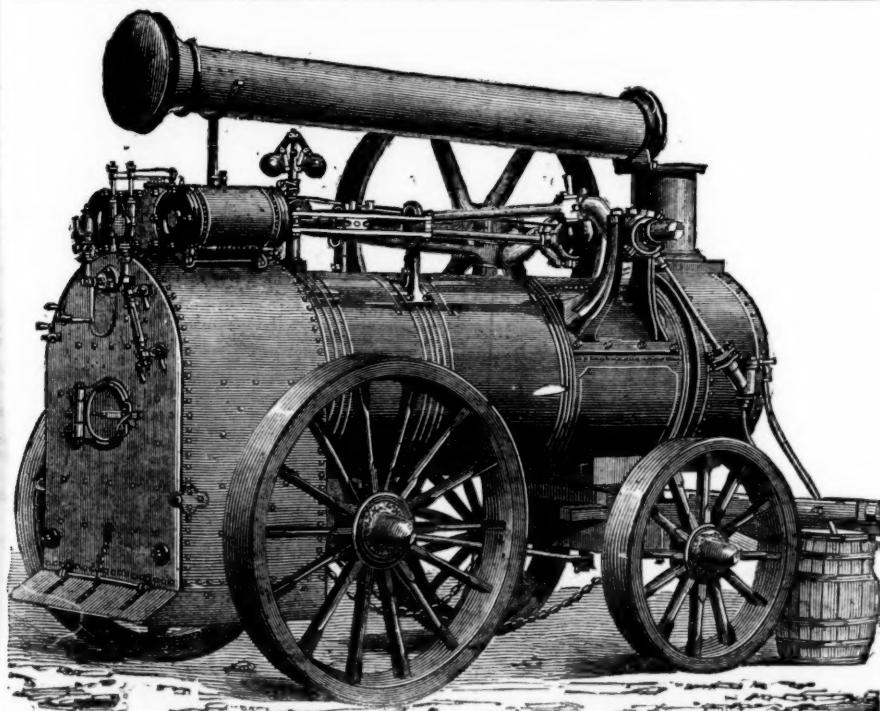
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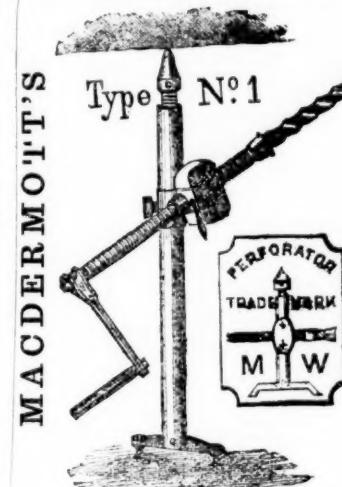


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Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Total divs.	Per share.	Last paid
1500 Alderley Edge, c, Cheshire*	10 0 0	...	—	—	11 16 8.	0 5 0.	Oct. 1873
26000 Alit-y-Crib, t, Talybont*	2 0 0	...	—	—	0 0 6.	0 0 6.	Feb. 1873
30000 Bamfylde, c, i, mn., Devon*	1 0 0	...	5½%	4½%	0 2 0.	0 2 0.	June 1873
55000 Blaen Caerlan, s, l, Cardigan* (44 sh.)	3 10 0	...	5½%	2½%	0 10 9.	—	—
18000 Boscastle Downs, t, c, St. Just*	3 0 0	...	2½%	2½%	0 5 6.	0 2 0.	Oct. 1871
20000 Botallack, t, c, St. Just	106 5 0	70	60 70	61 15 0.	5 0 0.	Aug. 1872	—
60000 Brookley, *s-l, £2000 Deb. B. S. p. ct.	100 0 0	40	25 35	110 0.	0 2 0.	Jan. 1872	—
40000 Brookwood, c, Buckfastleigh	1 16 0	—	—	—	2 14 6.	0 6 0.	Nov. 1873
3348 Cargill, s, l, Newlyn	4 16 11	1½	1 1½	—	4 16 3.	0 12 6.	Oct. 1872
64000 Cashwell, t, Cumberland*	2 10 0	—	—	—	1 4 0.	0 4 0.	Aug. 1872
75000 Castle-an-Dinas, t, St. Columb*	2 0 0	—	—	—	0 10 0.	0 2 0.	July 1873
10000 Carn Brea, c, Illogan	35 0 0	63	61 63	307 0.	1 0 0.	Oct. 1873	—
60000 Cath, & Jane, l, Penrhyn-draetha	5 0 0	5½%	4½%	0 7 6.	0 7 6.	June 1873	—
2450 Cook's Kitchen, t, Illogan	19 14 9	13	12 13	11 17 0.	0 7 6.	Jan. 1873	—
10240 Devon Gt. Consols, c, Tavistock*	0 12 0	2	1½ 2	116 10 0.	0 12 0.	May 1872	—
4296 Dolcoath, t, Camborne	10 14 10	52	51 53	163 11 8.	0 10 0.	Oct. 1873	30000 Caldebeck Fells, t, Cumberland
10000 East Ballesworth, t, Saxon*	1 0 0	2	1½ 2	0 2 6.	0 5 0.	Nov. 1873	25000 Cefn Bryn, t, Roche*
6144 East Cardigan, c, St. Cleer	2 14 6	1½	1 1½	—	14 15 0.	0 2 0.	Oct. 1872
500 East Dartmoor, c, Cardiganshire	32 0 0	—	—	—	216 10 0.	0 1 0.	Sept. 1873
6400 East Pool, t, c, Illogan	0 9 9	10	8 9	—	13 11 3.	0 2 6.	May 1873
5000 Exmouth, s, l, Chiverton	0 7 6	—	—	—	0 1 0.	0 1 0.	May 1873
2800 Foxdale, t, Isle of Man*	25 0 0	—	—	—	80 15 0.	0 10 0.	Sept. 1873
3950 Gawton, t, Tavistock	3 10 6	—	—	—	0 13 0.	0 5 0.	May 1873
40000 Glasgow Cara, *s-l, 130,000 £1 p., 10,000 15s. p.	2	1½ 2	—	—	4 10 0.	0 0 0.	Sept. 1873
15000 Great Laxey, t, Isle of Man*	4 0 0	14	14	16 11 0.	0 10 0.	Oct. 1873	5584 Carn Camborne, c, t, Camborne
26000 Great West Van, t, Cardigan*	2 0 0	—	2½%	1½ 2	0 1 0.	0 1 0.	Sept. 1873
6000 Great Wheat Vor, t, c, Helston	40 5 0	2½%	2½%	15 19 0.	0 2 6.	June 1872	10000 Castle Gate, t, St. Columb*
6400 Great Hurlth, t, Durham	0 6 0	—	—	—	1 4 0.	0 4 0.	Nov. 1873
1024 Herdstone, t, near Liskeard	8 10 0	—	—	—	62 5 0.	0 15 0.	Oct. 1872
26000 Killaloe, s, l, Tipperary	1 0 0	—	—	—	4 3 0.	0 5 0.	Dec. 1872
400 Lishburn, t, Cardiganshire	18 15 0	—	—	—	0 3 11 2.	0 6 0.	Mar. 1873
5120 Lovell, t, Wendron	0 10 0	—	2½%	2½%	0 16 0.	0 4 0.	Aug. 1873
9000 Minera Mining Co., t, Wrexham*	5 0 0	30	30	63 5 8.	0 4 0.	Oct. 1873	6000 Denbighshire Consolidated, t*
20000 Mining Co. of Ireland, c, c, l*	7 0 0	—	5½%	5½%	0 8 0.	0 3 6.	July 1872
12000 North Hendre, t, Wales	2 10 0	—	—	—	0 10 0.	0 2 6.	Nov. 1873
20000 North Levant, t, c, St. Just	10 17 0	—	—	—	4 13 0.	0 12 0.	Sept. 1873
6694 Pedn an drea, t, Redruth	8 2 0	—	3½%	2½ 3½	0 5 0.	0 5 0.	Nov. 1873
50000 Pehalls, t, St. Agnes	3 0 0	—	2½%	2½%	3 1 0.	0 2 6.	Oct. 1873
50000 Penstruthal, t, c, Gwenmap	2 0 0	—	—	—	0 1 0.	0 1 0.	Nov. 1873
60000 Phoenix, t, c, Linkinhorne	4 3 4	—	—	—	39 10 10.	0 4 0.	Nov. 1872
1772 Polberro, t, St. Agnes	15 0 0	—	—	—	1 12 6.	0 5 0.	Mar. 1872
18000 Prince Patrick, *s, l, Holywell	1 0 0	—	—	—	0 3 0.	0 2 0.	June 1873
12000 Roman Gravel, t, Salop	7 10 0	—	17½%	17 18	3 5 0.	0 8 6.	Dec. 1872
10000 Shelton, c, l, St. Austell	1 0 0	—	—	—	0 1 0.	1 0 0.	Feb. 1872
60000 Slinfield Dressing, t, Calstock*	1 0 0	—	—	—	0 1 1.	1 0 0.	Sept. 1872
512 South Cardigan, c, St. Cleer	1 5 0	100	90 100	711 0.	0 2 0.	Nov. 1873	10000 Cwm Rieket and Maesnant, t, Mont.*
60000 South Carr, Brea, c, t, Illogan	17 16 0	—	3½%	3½%	0 10 0.	0 2 6.	July 1872
60000 South Darren, t, Cardigan*	3 6 6	—	—	—	1 1 6.	0 1 6.	Nov. 1870
242 Spearne Moor, t, St. Just	38 17 9	—	—	—	17 5 0.	0 10 0.	June 1870
8771 St. Just Amalgamated, t*	3 10 0	—	—	—	0 9 0.	0 4 0.	Nov. 1871
12000 Tankerville, t, Salop*	6 0 0	—	10½%	9½ 10	3 8 0.	0 6 0.	Feb. 1873
25000 Terra, t, St. Austell	1 0 0	—	—	—	0 3 0.	0 1 6.	Oct. 1872
60000 Tincroft, c, l, Pool, Illogan	9 0 0	—	41	40 42	46 3 6.	1 0 0.	Oct. 1872
40000 Trumpet Consols, t, Helston	15 0 0	7	6 7	9 11 0.	0 10 0.	Nov. 1873	15000 East Wheal Vor, t, Llanidloes*
15000 Van, t, Llandilo	4 5 0	—	37½%	34 30	11 17 0.	0 15 0.	Dec. 1873
30000 W. Chiverton, t, Perranzabuloe	10 0 0	5	5½%	52 10 0.	0 5 0.	June 1872	12800 East Foxdale, t, Isle of Man*
2048 West Wheal Frances, t, Illogan	27 3 9	15	12 13	3 12 8.	0 5 0.	Oct. 1872	12900 East Grenville, c, Camborne
612 Wheat Bassett, c, Illogan	5 2 6	30	25 30	638 10 0.	1 10 0.	Aug. 1872	12900 Florence and Tonkin United, t*
4295 Wheat Kitty, t, St. Agnes	5 4 6	—	9½%	9 10	11 1 6.	0 6 0.	Nov. 1873
896 Wheat Margaret, t, Uny Lelant	13 17 6	3	2½ 3	82 2 3.	0 10 0.	May 1873	12900 Fortescue, t, St. Austell*
10000 Wheat Mary, t, St. Dennis	5 0 0	—	—	—	0 1 0.	0 1 0.	Jan. 1873
1024 Wheat Mary Ann, t, Menheniot	10 0 0	—	2	1 2	74 5 6.	0 2 6.	June 1873
80 Wheat Owles, t, St. Just	70 0 0	—	170	522 10 0.	0 4 0.	Aug. 1872	12900 Franco, t, Christow
12000 Wheat Russell, c, Tavistock	1 0 0	—	—	—	0 2 0.	0 1 0.	June 1871
1356 Wheat Seton, t, Camborne	73 0 0	20	17½ 20	256 5 6.	0 10 0.	Oct. 1873	12900 Gem, t, Whitechurch
15000 Wheat Tregoss, t, Roche	1 0 0	—	—	—	0 1 0.	0 1 0.	Jan. 1873
10000 Wheat Whisper, t, c, Warleggan*	1 0 0	—	—	—	0 1 6.	0 6 0.	May 1873
25000 Wicklow, c, s, l, Wicklow	2 10 0	—	3½%	3½ 3½	52 9 0.	0 2 6.	Mar. 1872

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Last Call.
55000 Alamillos, t, Spain*	2 0 0	—	2½%	1 1 2.	Mar. 1873
30000 Almada and Trito Consol., s, t*	1 0 0	—	—	—	May 1873
20000 Australian, c, South Australi*	7 7 6	—	13½ 14	11 11 0.	0 2 0.
10000 Battle Mountain, *c, (62½ part pd.)	5 0 0	—	—	—	July 1873
18000 Birdseye Creek, g, California*	4 0 0	—	3½%	3 3 1.	July 1873
60000 Bensberg, t, Germany	10 0 0	—	6½ 6	5 17 4.	July 1873
12320 Berra, Burr, c, So, Australia	8 0 0	—	—	—	56 0 0.
20000 Cape Copper Mining, *t, So, Africa	7 0 0	30	27 29	14 15 0.	0 1 0.
40000 Cedar Creek, g, California	5 0 0	—	2½%	2½ 2	Dec. 1873
30000 Central American Association*	15 0 0	—	—	—	0 6 0.
15000 Chicago, s, Utah*	7 0 0	—	7 6	6 16 7.	0 16 0.
21000 Colorado Terrible, s, l, Colorado*	5 0 0	—	4½%	4½ 45%	0 8 0.
76162 Don Pedro North of the Rey*	16 0 0	1	5½ 6	2 5 9.	0